IN TURKEY'S CAPITAL THEY ARE PRACTISING 'A.R.P.'

THE TURKS are prepared for all eventualities. While war was still a far-off possibility air-raid precautions in Ankara were perfected, and the police were trained in rescue work. During all the practices gas masks were worn. Above, police are carrying a casualty to a dressing-station. One of the men wears an armlet with a red crescent on it, for the Crescent, as the religious symbol of Islam, is there the equivalent of our Red Cross.

Photo, Associated Press

The Battle of the Western Approaches

After threatening us for months with an invasion, Hitler now promises a war of extermination on the high seas. Certainly we may expect in the near future an intensification of the U-boat campaign in our Western Approaches—those Atlantic traffic lanes along which the life-sustaining ships reach British ports.

WHERE can Hitler "get us down"? Not in the Western Desert, not in the wastes and jungles of East Africa; not in the Balkans or the Aegean; not in Palestine or at Suez. Not anywhere, indeed, save within sight of our own shores. Only by a tremendous onslaught against the British fortress could Hitler perhaps win the war; only in that way—or by starving us out.

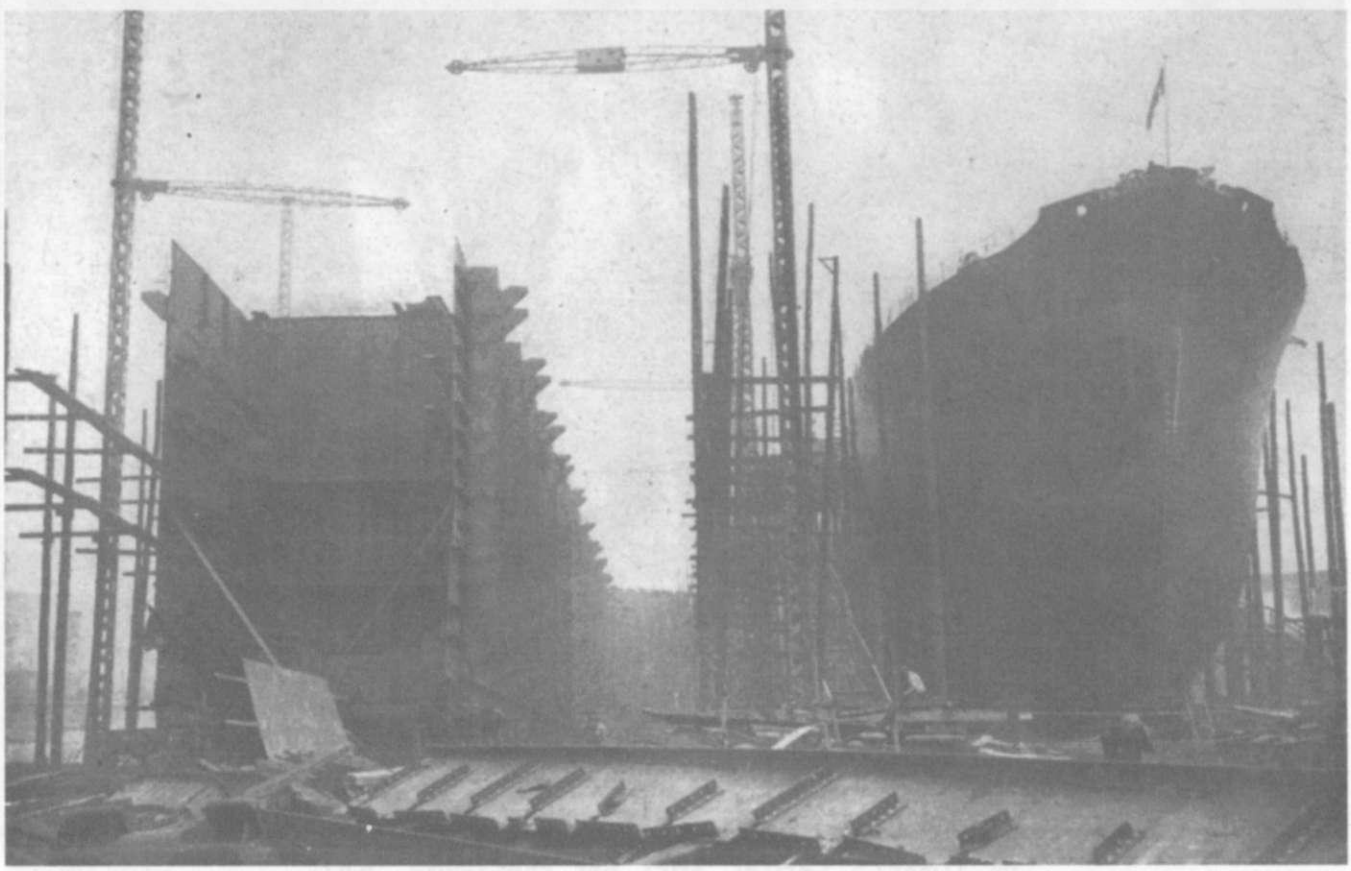
Of the two alternatives we may well suppose that the Fuehrer would prefer the second. If he can turn the sea approaches to this island into one vast graveyard of British ships then there will be no need for the sacrifice of hundreds of thousands of German lives. The fortress would have to surrender—brought low not by the guns of the enemy but by the grim spectre of famine. Thus the really decisive battle of the war may have to be fought—perhaps it is even now being fought—in the Western Approaches, in the traffic lanes to our ports that face the Atlantic. We may trace them in a huge semicircle enclosing our western coasts, stretching from the Bay of Biscay to where the Atlantic joins the Arctic. The English Channel, the Irish Sea, St. George's Channel, the waterways of the Atlantic between Iceland and the Faroes, the Faroes and the Orkneys, between the Orkneys and Norway, the North Sea—these together constitute one great battlefield in which even now Hitler's U-boats are waging deadly war against our ships.

A time of crisis is approaching; Mr. Stimson, America's Secretary of War, has declared that he is "apprehensive as to the possibility of a crisis within the next 60 or at least 90 days." He was speaking on Jan. 17, so he had in mind the end of March and April. Many other indications go to suggest that these weeks of spring will be indeed critical.

'We Have Not Been Asleep this Winter'

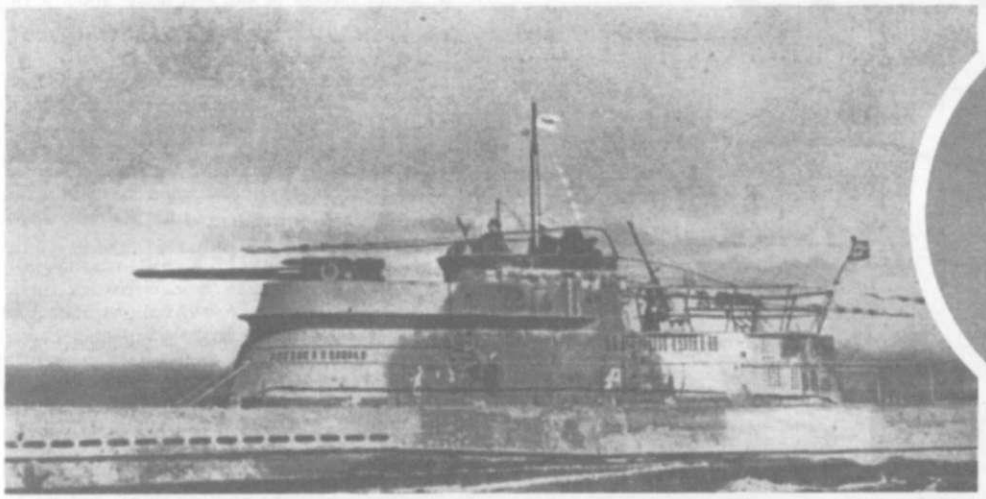
Certainly Hitler will do his best to make them so. "Now our sea warfare can begin in earnest," he declared in his speech in the Munich beer cellar on Feb. 24. "We have been waiting for our new U-boats, but in March and April a naval warfare will start such as the enemy has never expected. Wherever Britain touches the Continent we shall face her. Wherever British ships cruise, our U-boats will be sent against them until the hour of decision arrives." Then, after boasting that the German Naval High Seas forces and U-boats had sunk 215,000 tons of shipping in two days, including a convoy with a tonnage of 125,000, he went on: "they will then see whether we have been asleep this winter, and who has made use of time." The Fuehrer's figures were ludicrously false, but his boasts about his U-boats are in a different case. A year ago it was being said that "Hitler had missed the bus," but in a very short time it was proved beyond a doubt that he had caught it with plenty of time to spare. We may be sure that he has not missed this bus either, and that all during the winter the shipping yards under his control—and what a collection they make, not only in Germany at the ports on the seas and rivers, but in Occupied France and Belgium, Holland and Denmark and Norway, Italy and Rumania, and, maybe, Japan!—have been working overtime in producing those U-boats which, though smaller than their predecessors, may well prove just as dangerous because they will be operating at only short distances from their home ports. "There is no doubt," said Lord Beaverbrook in his broadcast to Canada on February 23, "that the enemy intends to attack us in our ocean pathways—above all in the North-Western Approaches. We shall be subjected to constant raids on our shipping. There will be ceaseless attacks under and over the seas. The battle will be long and bloody. The toll of tonnage will be heavy, too."

In the last war the Kaiser's U-boats had to be ocean-going ships, for their bases were hundreds of miles from the principal shipping lanes which were the scene of their activities; but in this war Admiral Raeder has control of the Channel ports, of Brest and Bergen, and many more. One advantage accruing to the Nazis from their occupation of the Channel ports is that the U-boat crews do



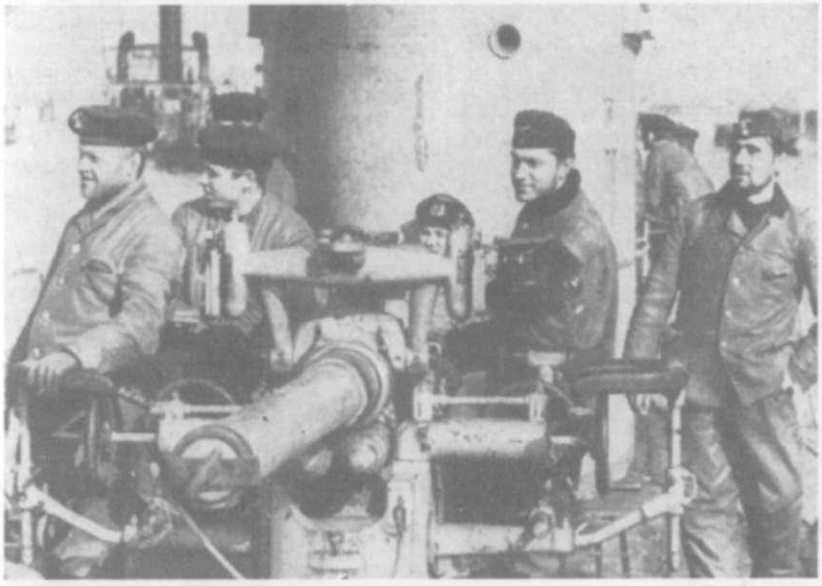
ANSWERING HITLER'S CHALLENGE of Feb. 24 when, speaking at Munich, he threatened a new U-boat campaign of unparalleled intensity, the shipyards of Britain and the Empire are turning out new ships at a rate never before approached. The work of the Royal Navy is one reply to Hitler's threats; another is the scene above, typical of many similar ones elsewhere, in a British shipyard. The merchantman on the left is being rapidly completed, while that on the right is ready for launching. In the approaching ocean struggle, as Lord Beaverbrook warned the Empire, "the toll of tonnage will be heavy." We must be ready to replace it. *Photo, Central Press*

From His U-Boats Hitler Expects Our Downfall

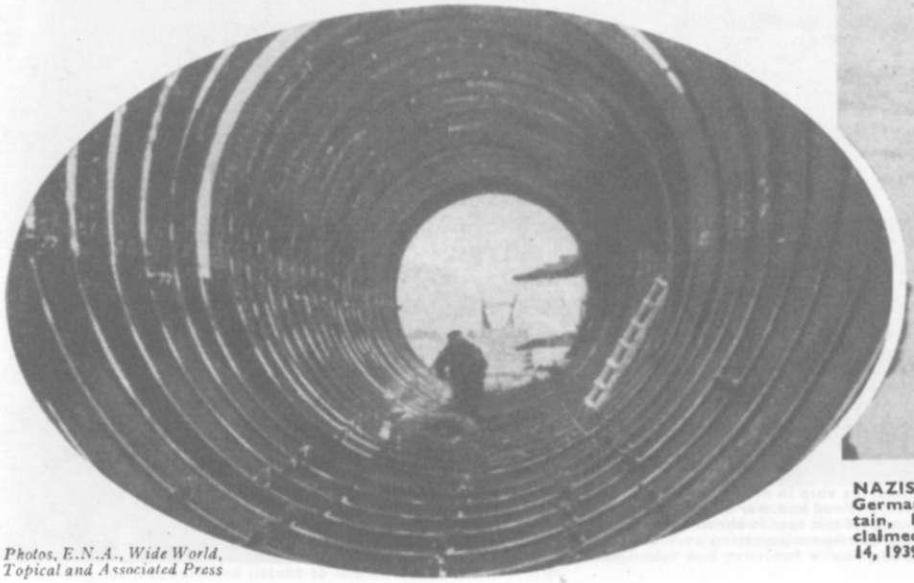


Admiral Lothar Arnauld de la Periere, O.C. German Naval forces in Occupied France, was killed, say the Nazis, at Le Bourget aerodrome on Feb. 24.

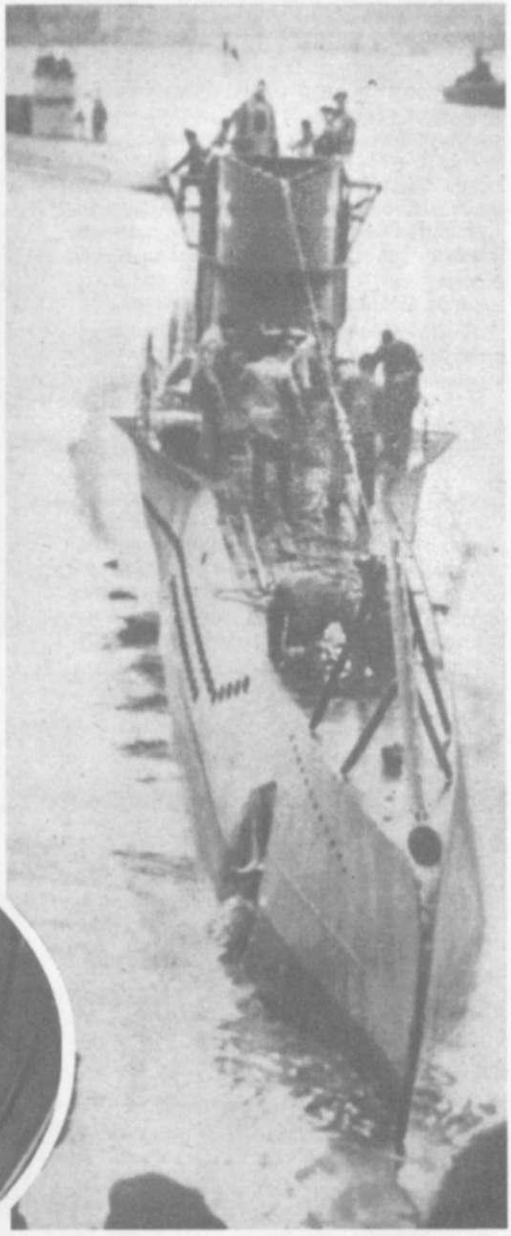
GERMAN COMMERCE RAIDERS which are making strenuous attempts to sink British shipping include such huge ocean-going submarines as the one here seen returning to its home port. Note the naval gun and the anti-aircraft gun on the superstructure.



The crew of a Nazi U-boat are seen above, grouped around a gun on the conning tower, on their return to a home port. Below, a Nazi submarine, the craft on which the Germans are concentrating all their energies in the hope of cutting off Britain's supplies from overseas, is seen in course of construction.

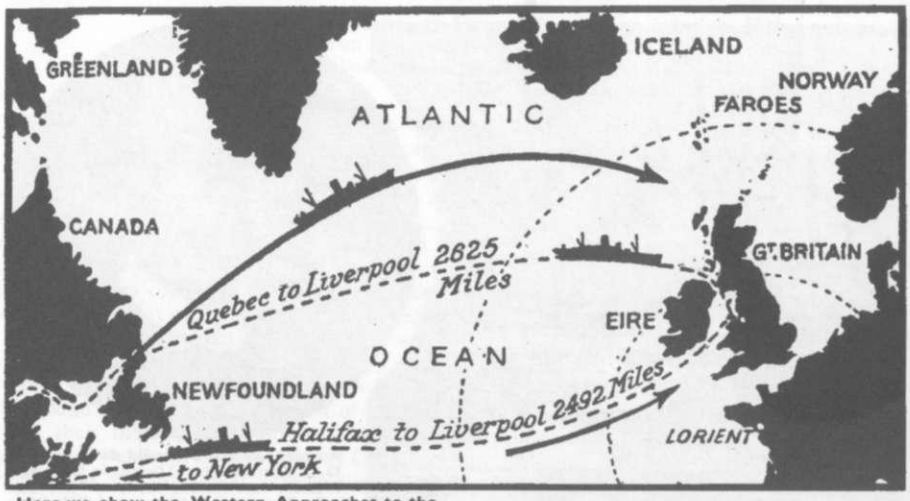


Photos, E.N.A., Wide World, Topical and Associated Press



NAZIS' ACE SUBMARINE is seen arriving at a German-occupied port in France to refuel. Her captain, Lt.-Commander Gunther Prien, who it is claimed sank the Royal Oak in Scapa Flow on October 14, 1939, is hailed as one of Germany's most successful U-boat commanders.

'We Shall Make our Way through All Right'



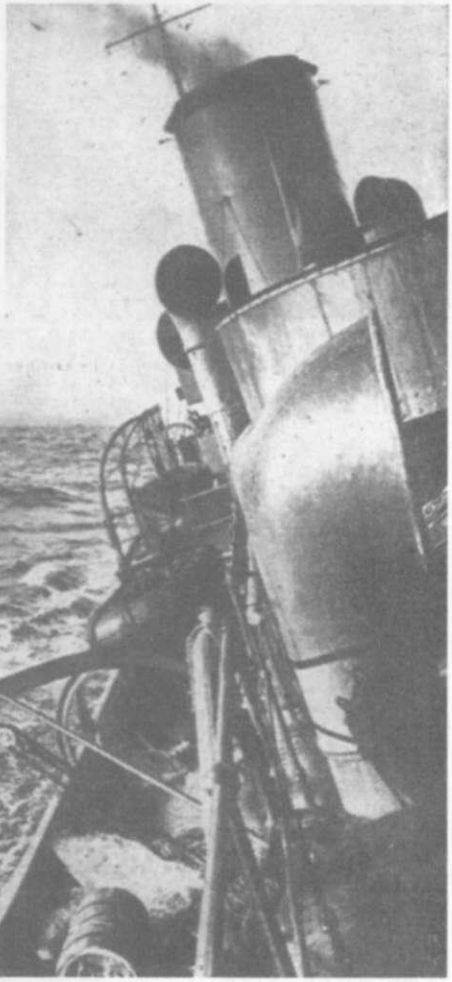
Here we show the Western Approaches to the British Isles where Hitler's U-boats are striving to cut our life-line with America. The dotted circles denote a radius of 500 and 1,000 miles respectively from the Nazi U-boat base at Lorient.

not require so long a training as would be necessary if their craft had to make long journeys under water and to remain many days, or even weeks, at sea. At the height of the U-boat campaign in the last war it was estimated that Admiral von Tirpitz had a hundred U-boats in commission, though probably only some fifty were ever at sea together; at the present time Hitler is estimated to have perhaps 150 submarines.

True, some estimates put the figure very much higher, at 600 or even 1,000 craft. Such figures are certainly exaggerated, however, being out of all proportion to the capacity of the German shipyards, supply of skilled workers and the raw materials available. Moreover, submarines are masterpieces of intricate mechanism and cannot be mass produced. Then we must deduct from the number of boats actually in commission perhaps twenty required for training purposes at the Submarine School at Kiel, while of the remainder, experience shows that only about a third are available for active service in any one week, since a third are usually resting and the other third undergoing repairs.

If Raeder is better placed than was "old Turps," Britain is labouring under many disadvantages that were not hers a generation ago. True, Admiral Tovey has to take account of no such powerful German fleet as confronted Jellicoe; but the Royal Navy is today doing work which in the last war it shared with the navies of France, Italy, Japan and the U.S.A. In capital ships, in the ships which decide battles such as Jutland or Tsushima, Britain is enormously strong now that George V and her consorts have come, or are coming, into service; but the Admiralty could do with more, many more, of the smaller craft such as are most useful against submarines. Since the war began we have put into service a number of destroyers, corvettes, armed trawlers, and other submarine-hunting ships, and we have received 50 destroyers—a first instalment?—from the United States Navy. But we shall want many more such vessels if the U-boats are to be beaten, and we must get them somehow, by purchase or grant, by seizure from the enemy or from the shipyards. Whatever the strain, the danger and difficulties, we may be sure with Mr. Churchill that "we shall make our way through all right."

This remarkable photograph (centre) shows depth charges ready for action on the stern of a corvette. Corvettes are built to withstand the roughest weather, and the ship below is seen on patrol amid the swirling seas of the Atlantic. **(See also page 110 of this volume.)**

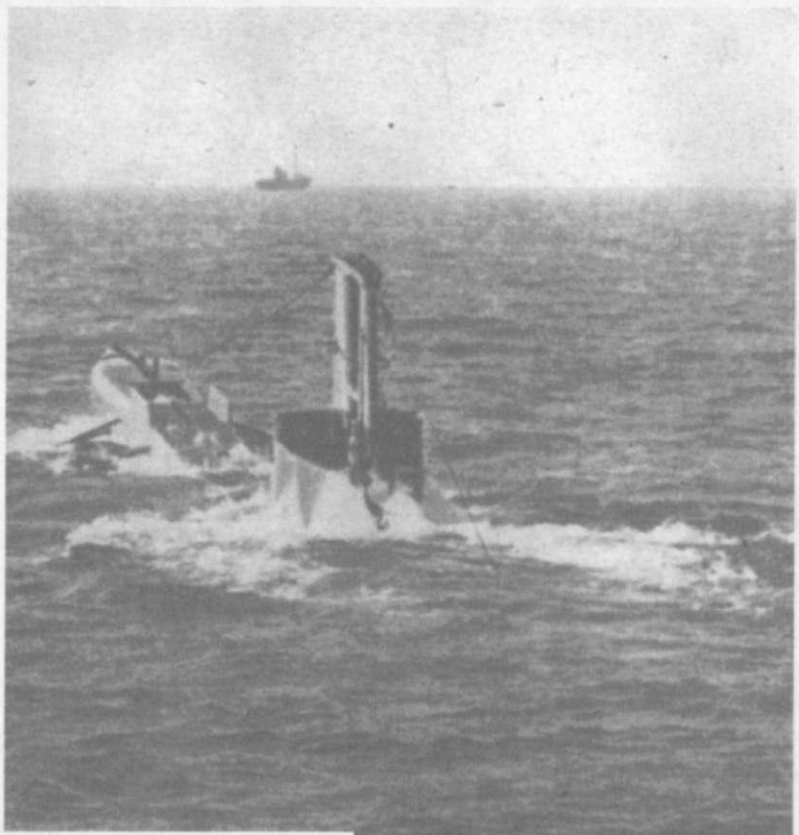


A BRITISH CONVOY is seen from an accompanying ship in mid-Atlantic on its way from a Canadian port to this country. Food and war supplies are both vital necessities, and Britain's command of the seas is shown by the regularity with which convoys reach the home ports.
Photos, Planet News, Associated Press

Only Practice—but It May Save Their Lives

SUBMARINE CREWS are trained not only in the handling of the very complicated piece of machinery which is their home at sea, but also in the use of the Davis escape apparatus, which gives them their one chance of escaping with their lives if their vessel cannot surface. For training, a special tank is built with an escape hatch beneath it similar to that in a submarine. Before passing through the hatch the men don the apparatus, consisting of a bag containing a mouthpiece and tube connected to a small oxygen cylinder and provided with a pad to absorb the exhaled carbon dioxide. Above, a class that has just surfaced listens to the instructors' criticisms. *Photo, "Daily Mirror"*

Britain's Submarines on the War Path

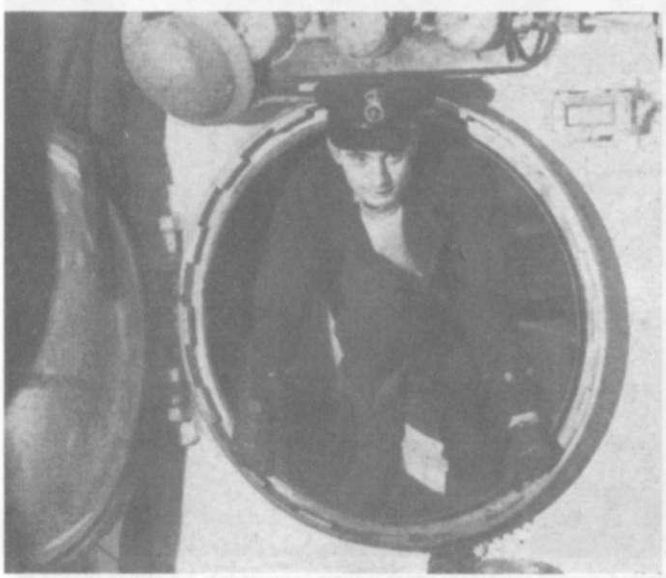


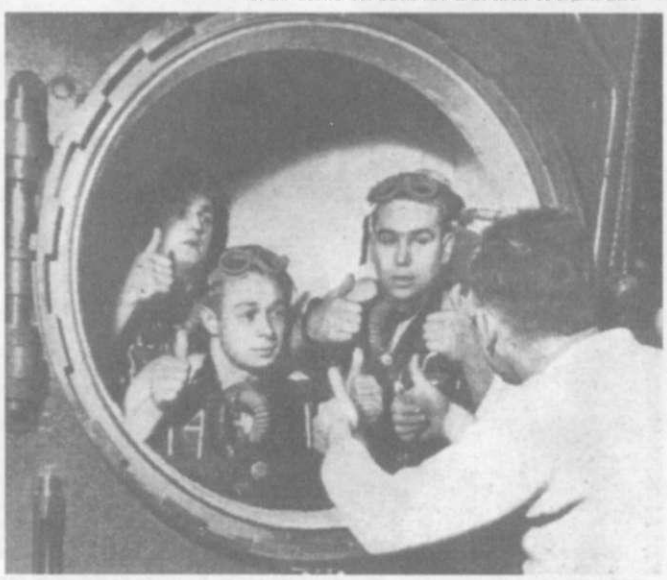
"OUR submarines in the Mediterranean," read an Admiralty communiqué issued on Feb. 23, 1941, "continue to operate against Italy's communications with her overseas armies, and several successes have recently been achieved.

"H.M.S. Upholder has sunk two enemy supply ships. One of these was a vessel of about 8,000 tons and the other was about 5,000 tons. H.M.S. Rover has sunk an Italian oil tanker. H.M.S. Regent has sunk an Italian supply ship which was almost certainly the 2,472-ton Citta di Messina. H.M.S. Utmost attacked an escorted convoy and hit a supply ship of about 8,000 tons with a torpedo. This ship was later seen to be in a sinking condition with her stern awash and she had been deserted by the convoy escort. H.M.S. Truant attacked an enemy convoy by gunfire and obtained shell hits on one of the enemy supply ships. In another attack H.M.S. Truant sank the largest ship of a convoy, a vessel of about 3,500 tons, by torpedo.

"It has now been established that H.M.S. Triton, the loss of which was announced on Jan. 28, had previously accounted for two Italian supply ships, one of which was a vessel of about 8,000 tons." H.M.S. Truant was the submarine which braved the German minefields in the Skaggerak last year and torpedoed the German cruiser Karlsruhe off Oslo

Above, a submarine is in the act of surfacing, her bow only being visible. When she is once more above water the hatchway, left, is opened and the crew come on deck for a breath of fresh air.





BELOW DECK in a submarine there is not always even room to stand upright. Left, the Chief Petty Officer making his way through one of the bulkheads. It is in this part of submarines that the Davis escape apparatus is situated ; a photograph of the tank in which the men are taught to use it is in page 257. Right is the practice escape hatch used in training. After a test the men are told by the instructor to put their thumbs up if they are "O.K."

Photos, G.P.U., "Daily Mirror" and Topical

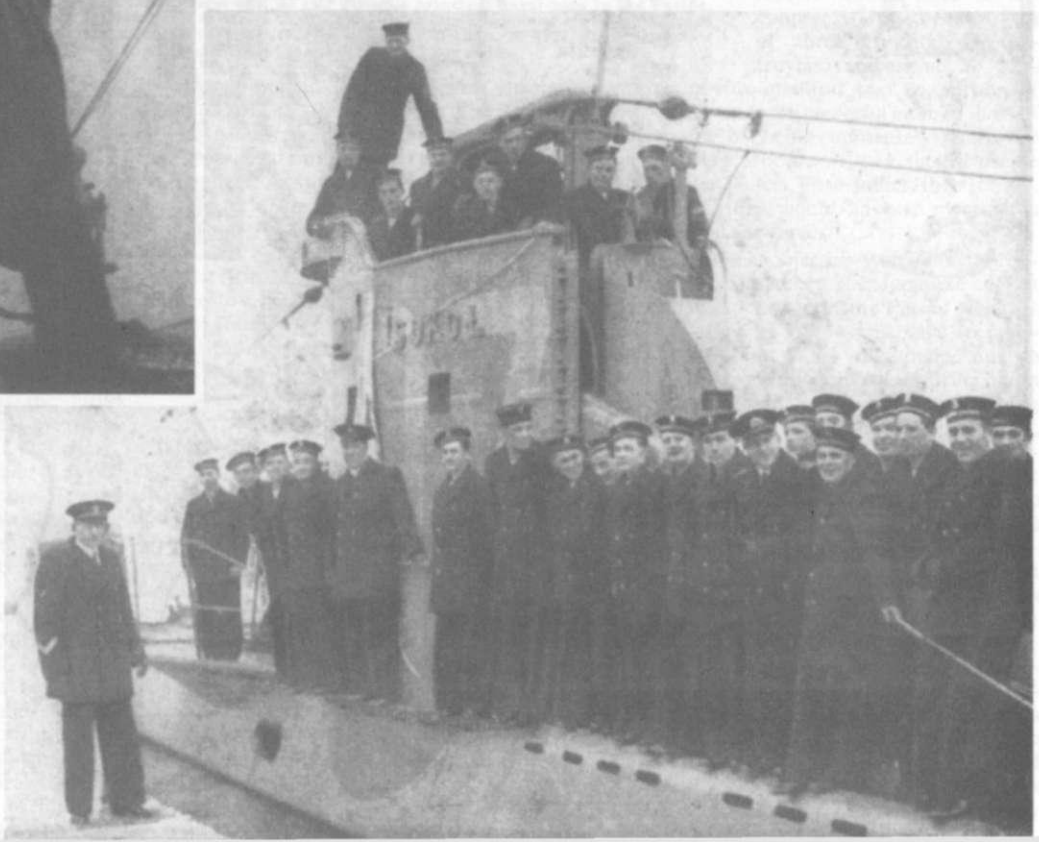
Poland's Jack Tars Are Smart and Keen

GENERAL SIKORSKI, Commander-in-Chief of the Polish Forces, is here seen on board one of the ships of the Polish Navy in British waters during a recent visit. With the ship's Captain he is watching a gun crew.

Smartness has been as much inculcated on the crews of ships of the Polish Navy as on those of British ships. On the efficiency of the engine-room staff much depends. Above, a petty officer is at the telephone by which orders are transmitted from the bridge while one of the men stands by for signals from the bridge on the engine-room telegraph.

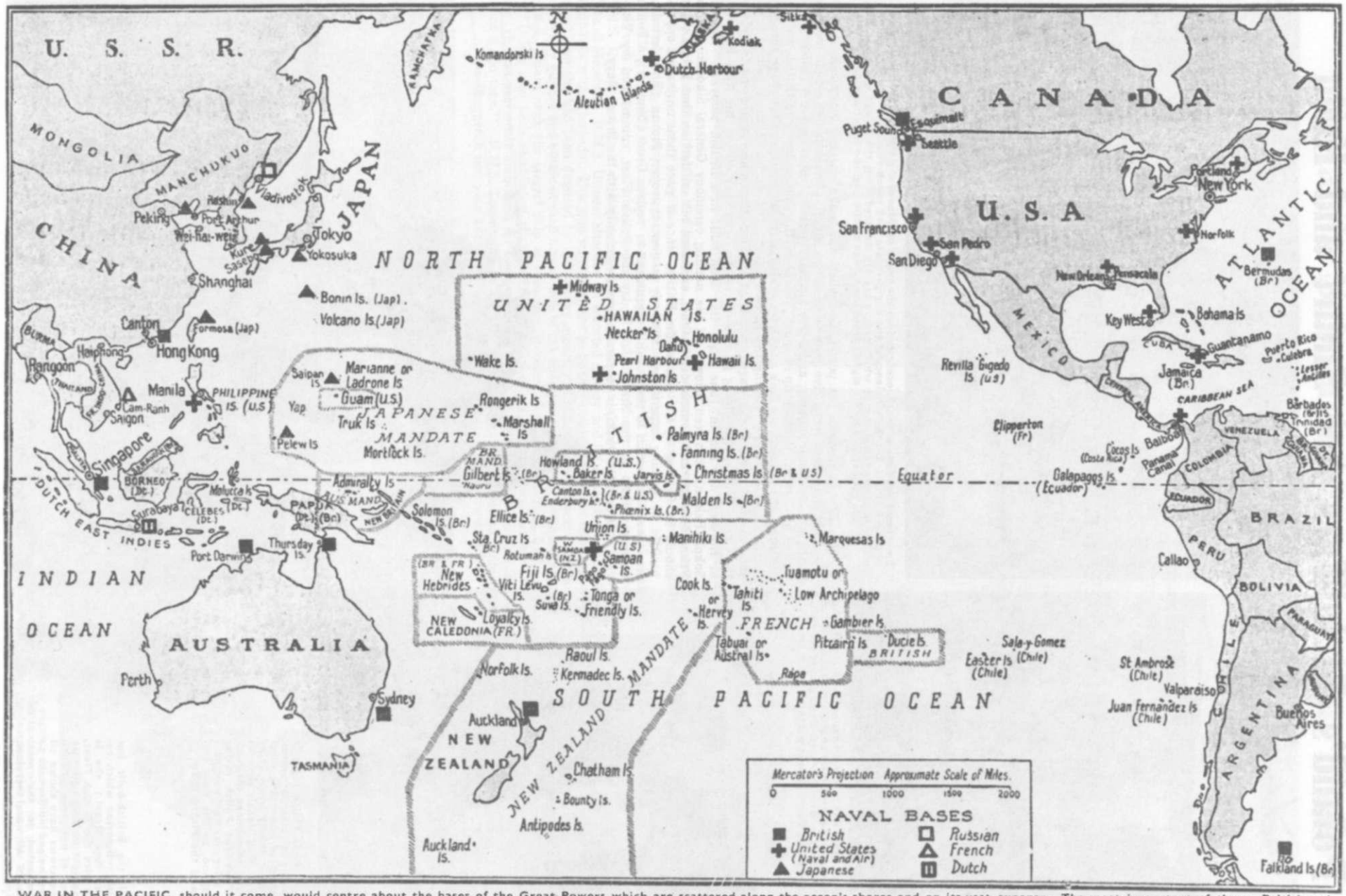
POLAND was never a sea power, and when war broke out her Navy consisted of only four destroyers, five submarines, two small gunboats, five small torpedo boats, a 2,200-ton minelayer, and a few auxiliary vessels. But what the Polish Navy lacked in numbers it made up in spirit. Some of the ships escaped to British waters, including the submarines Zbik and Orzel, which, after an adventurous voyage through the Baltic, succeeded in joining the British Navy. The stories of these gallant little ships are told in our Vol. I, pages 132 and 511. Since then a new submarine to replace the Orzel—which, after doing good work in the Skagerrak during the Nazi invasion of Norway, was lost in June 1940—has been built in a British shipyard. Named Sokol (Falcon), it is seen below. At the naming ceremony General Sikorski, Polish Prime Minister and Commander-in-Chief, expressed his satisfaction that Polish ships should be fighting by the side of the British, since it gave them unrivalled opportunities of gaining experience. Similarly a new destroyer, Piorun (Thunderbolt), was given by Britain to the Polish Government to replace Grom (Thunder), a Polish destroyer sunk in the North Sea. Today the Polish Fleet, commanded by Vice-Admiral Swirski, is cooperating most efficiently with the British Navy.

A signaller of the Polish Navy is flag signalling to another vessel. This method of conveying messages is used chiefly when ships are in port. Flag signals may be given by the semaphore method, employed by the Polish rating above, or a flag may be "wagged" to correspond to the dots and dashes of the Morse code.



SOKOL is the British-built but now Polish submarine which replaces the lost Orzel; she is operating with the British Fleet, and on the right we have a glimpse of her and of her crew. Polish submarine crews have shown all the enterprise and indifference to danger essential in the most hazardous of all naval services.

Photos, Keystone



WAR IN THE PACIFIC, should it come, would centre about the bases of the Great Powers which are scattered along the ocean's shores and on its vast expanse. The most important of these—British and U.S.A., Japanese, Russian, French and Dutch—are clearly shown on this map. It will be seen that the Japanese bases are situated in the ocean's western portion, while those of the U.S.A. are in two chains—the one stretching from Panama to the Aleutian Islands in the far north, while the other constitutes a "strategic bridge" across the centre of the ocean. It should be pointed out that the map is on Mercator's Projection, so that the distances are magnified the farther they are removed from the Equator.

By courtesy of "The Manchester Guardian"

Where Would they Fight in the Pacific?

If war comes to the Pacific Japan may find herself confronted by a coalition of the British Commonwealth, the U.S.A. and the Dutch Indies (not to mention China). In such a war bases will be all-important, and here we have a study of the strategic points—a subject which we have already dealt with in Vol. 3, page 424. The article should be read in conjunction with the map given in the opposite page.

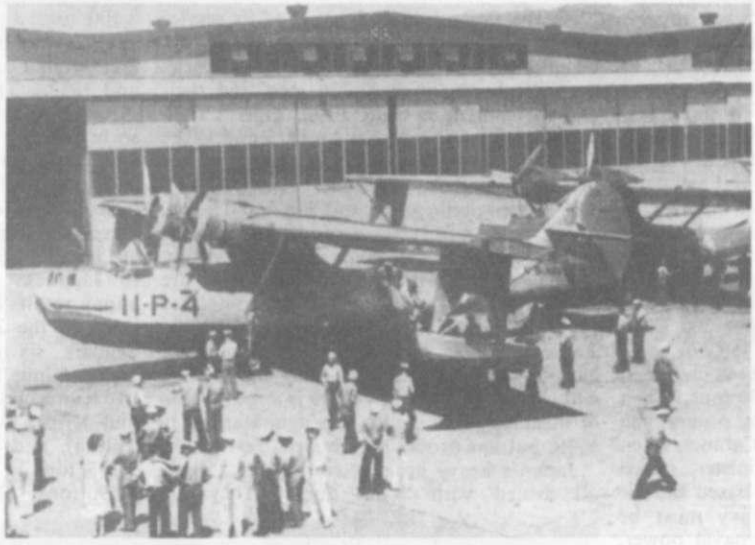
So vast is the Pacific—it covers a quarter of the entire surface of the globe—that in the case of war it may prove exceedingly difficult for the fleets of the rival powers to get to grips. Pearl Harbour, Hawaii, for instance, where the main force of the United States Pacific Fleet is based, is 3,379 miles from Yokohama, and Yokohama is nearly 3,000 miles from Singapore, Britain's naval stronghold in the Far East. Such distances are too great for battle fleets to cover unless they are sure of being able to refuel at the other end. If instead of arriving at a friendly base there is a prospect of having to fight a large-scale naval action, then they would face almost certain disaster. It is because of the immense distances involved that the question of island bases in the Pacific is all-important.

As already stated, America's principal naval base in the Pacific is at Pearl Harbour, Hawaii. Pearl Harbour is situated seven miles from Honolulu, on the island of Oahu; it is a military station as well as a naval, and its large, land-locked harbour is provided with extensive facilities for the repair and revictualling of America's entire Pacific fleet. There are also air fields in the vicinity, and huge oil storage tanks. But Pearl Harbour itself has to be supplied from bases on the American mainland, the nearest of which—Mare Island, San Francisco, and San Diego—are over 2,000 miles away. That at Puget Sound is 2,339 miles distant, while to Balboa on the Panama Canal it is a little jump of 4,711 miles.

From Pearl Harbour stretches right across the Pacific to the west America's "strategic bridge," composed of Johnston Island, Midway Island, and Wake Island. At Midway and Johnston Islands air bases have been constructed and a naval base is under construction at Wake Island. Then, in the very middle of the groups of islands mandated to Japan after the Great War is the little island of Guam, which for some time past has been used by the U.S.A. as a refuelling station and is now about to be made a naval base. Hitherto America has refrained from carrying out naval works at Guam for fear of hurting Japanese susceptibilities, but that fear is no longer an all-important consideration; as Admiral Stark stated in a letter to Congress on February 19, if Japan should complain against the strengthening of Guam's defences, then her protest would be "unwarranted, unmerited, and should be totally disregarded." Still farther to the west is Manila in the Philippines (American until 1946), where an American naval squadron is stationed. Then in the South Seas there is Pago Pago on the Samoan Island of Tutuila.

In the far north of the Pacific there is another chain of American naval bases, extending from Sitka on the Alaskan mainland, where a naval aircraft base was established in 1937, through Kodiak Island to Dutch Harbour on the island of Unalaska in the Aleutians. Still farther to the west is Kiska, which possesses a harbour capable of development; this is only 1,700 miles from the most northern point of Japan, and not more than 1,400 miles from the Japanese Kurile Islands.

Britain's bases in the Pacific are Hongkong, where there is an advanced naval base; Singapore, reputed to be the most strongly defended of all the bases in the Pacific, though Americans claim that Pearl Harbour is its close rival in this respect; Port Darwin in Northern Australia; Thursday Island in the Torres Straits, between Papua and Australia; Auckland in New Zealand, and Sydney.



PEARL HARBOUR, HAWAII, is the U.S.A.'s principal naval base in the Pacific, lying midway between America and Japan. It is also a seaplane station, and seen here are Consolidated PBY-1 Patrol flying-boats. On Jan. 28, 1937, 12 of these flew non-stop from San Diego to Pearl Harbour, over 2,000 miles. *Photo, Dorien Leigh*

Soviet Russia has a base in the Pacific at Vladivostok, France has one in Indo-China at Cam-Ranh, Holland one on the island of Java at Surabaya, and we may also mention the Canadian base at Esquimalt.

Japan's Muster of Bases

Now we come to Japan, and, as might be expected, her bases are many. In the Japanese islands proper there are Yokosuka, Sasebo, and Kure; in Manchukuo there is Port Arthur; and in Korea, Rashin; one has been established in Formosa. Then there is a chain of bases running through the widely separated islands to the south of Japan—at Bonin, Saipan, and Pelew.

These, then, are the bases of the Great Powers in the Pacific, and of these only a mere handful—Singapore, Pearl Harbour, and Yokosuka in particular—can be classified as first-class naval bases, homes-from-home for the most powerful battle fleets. How, then, can the antagonists come to grips in the case of war?

Obviously, they can do so easily enough in the air, and quite a number of the bases, it will be realized, are air bases rather than naval. But we may rule out those more fanciful pictures of great navies battling in the midst of the Pacific wastes. Generally speaking, a battle fleet cannot operate effectively at a distance of more than 2,000 miles from its main base, or remain at sea for more than four or five days without refuelling. These facts severely limit the possibilities of naval war in the Pacific. Far more likely than these large-scale actions on the high seas are raids by light forces and by submarines against the enemy's lines of communication.

Against such raids Japan—and we may presume that Japan would be on the offensive in the case of war—would be exceedingly vulnerable if she should decide to send her fleet against the British, Dutch, or American possessions in the south-western corner of the ocean. We have been told little of the defences of Honkong, but at least it is known that these defences are very much stronger than they were only a few months ago. If the objective were the Philippines, then the Japanese raiders would have to encounter a United States fleet of three cruisers, 13 destroyers, and some 20 submarines, not to mention two squadrons of flying-boats—a force powerful enough in itself and capable of being immensely reinforced from Pearl Harbour. If they should decide to make the Dutch East Indies their target, then, again, they would have to meet large land, sea and air forces.

If, finally, the objective were Singapore—and without Singapore the Japanese cannot secure that supremacy in the Pacific which is their aim—their troops would have to penetrate a thousand miles of jungle, not to mention the little difficulty of securing Siam and Indo-China in their rear. Presuming that they delivered their onslaught by land, sea and air together, their forces would encounter the determined resistance of a great fortress, a navy of a strength at which we can only guess, although we know that it is far more powerful than it was in peacetime, an army which has recently been reinforced by men constituting the very cream of our Dominion troops, and an Air Force much more than a match for Japan's.

Can the Japanese embark on such a venture when, as the "New York Herald Tribune" said a few weeks ago, "their army is third-rate and more than waist-deep in the Chinese bog. Their navy's worth is untried and it is short of fuel. Finally, they are down to the population's jewelry"? Can they risk it, even if they would?

Just How Strong Is the Japanese Navy?

When war in the Pacific is regarded as a possibility, if not probability, the strength of the Japanese Navy is a matter of extreme importance. Here we pass the Mikado's Fleet in review so far as Tokyo permits us to see it. Comparison may be made with the articles on the Navies of the United States and Britain given in pages 125 and 151 of this volume.

In the reference books Japan's Navy is ranked third, next to the navies of Britain and the U.S.A. At the Washington Naval Conference in 1922 the ratio as to capital ships of the three leading naval powers, Great Britain, the U.S.A., and Japan, was laid down as 5—5—3; but towards the end of 1934 Japan gave the required two years' notice of denunciation of the Treaty, and the Naval Conference held in London a year later came to nothing because of Japan's insistence on nothing less than parity with the strongest naval power—a demand which was firmly resisted by both America and Britain. Since December 31, 1936, there has been no naval limitation in the Pacific, but though Japan has claimed parity she has not made (it would seem) any determined effort to attain it. As likely as not the demand was made because Japan felt that nothing less than parity implied an inferiority incompatible with her declared role of leader in the establishment of a new order in East Asia.

True, Japan was reported at the end of 1937 to have under construction in Japanese yards three 46,000-ton battleships, while sixty-three other men-of-war were building or projected. It was then stated that the Japanese Fleet consisted of about 200 ships with a total displacement of 756,798 tons, and that by 1941 it would have been increased to 289 ships, displacing 1,109,130 tons. Then in 1939 a six-year naval building programme was approved by the Japanese Cabinet, when Admiral Yonai, the Navy Minister, stated that the new programme was based on the determination that Japan's Navy must be equal to that of the strongest naval power, and of sufficient strength to deal with any international friction arising out of the construction of the new order in Eastern Asia. In its preparation, said Admiral Yonai, account had been taken of the new naval programme of Britain and the U.S.A., and if these powers were to make any further increase in their fleets, then the Japanese plans would have to be revised accordingly.

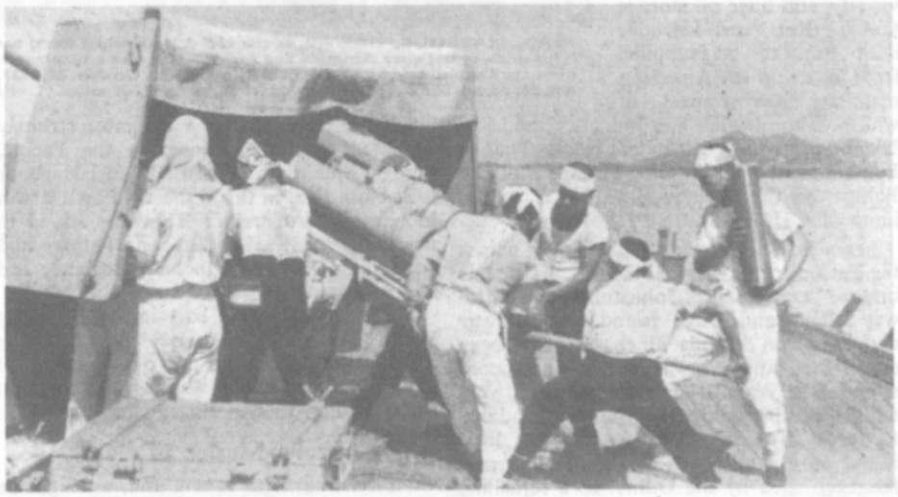
To what extent this new programme has been carried into effect is uncertain, for the Japanese naval authorities have nothing to learn in the matter of secrecy. All details concerning Japan's Navy are so closely guarded that there is a story of a newspaper correspondent who once called at the Tokyo Admiralty and inquired with seeming innocence whether it was a fact that Japan *had* a Navy! Financially, Japan is in a very bad way; and it may be doubted whether in view of the running sore of the "Chinese Incident" she has been able to do more than keep her fleet reasonably up to date. It is reported, however, that she has not only three but four or five 16-in.-gun battleships of over 40,000 tons under construction in Japanese yards, and that two of these, Missin and Takamatu, were launched in November 1939 and April 1940 respectively, and so may be expected to be ready for sea this year.

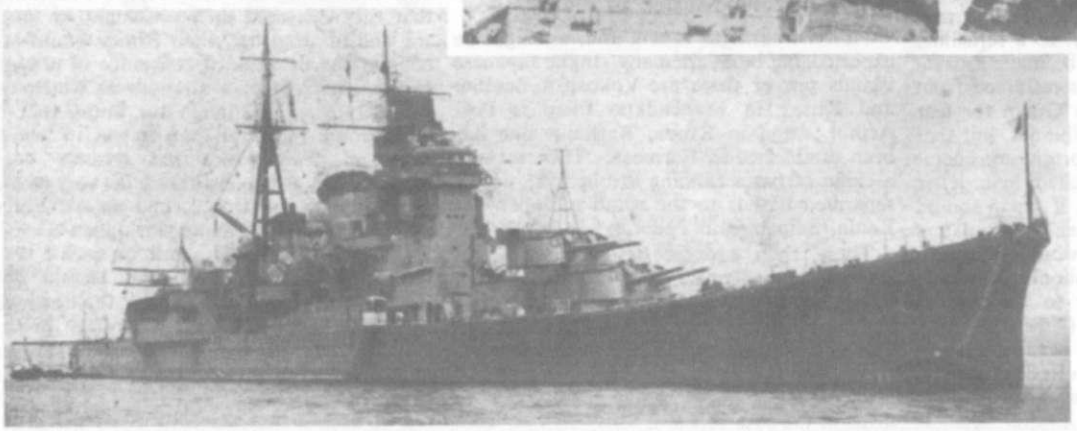
Pride of the Mikado's Fleet

At the present time Japan has in service 10 battleships. The most powerful are Nagato and Mutu, completed in 1920-21; their displacement is 32,720 tons and their main armament is eight 16-in. guns. Then come four completed between 1915 and 1918: Huso and Yamasiro, with displacements of 29,330 tons, armed with twelve 14-in. and sixteen 6-in. guns, and Ise and Hyuga, which have a displacement of 29,990 tons and a primary armament of twelve 14-in. and eighteen 5·5-in. guns. Next there are three ships of the Kongo class, completed 1913-15: Kongo, Haruna and Kirisima. They have a standard displacement of 29,330 tons, and are armed with eight 14-in. and sixteen 6-in. guns. There is a fourth ship of this class, Hiei, which was demilitarized in 1930, but has probably now been rearmed.

Japan's heavy cruisers comprise 12 ships, all armed with 8-in. guns. They are divided into four classes, called after the first ship mentioned in each: Atago, Takao, Tyokai, and Maya, displacing 9,850 tons apiece, and carrying ten 8-in. guns, completed in 1932; Nati, Myoko, Asigara, and Haguro, 10,000 tons with ten 8-inch guns, completed in 1929; and Kako, Hurutaka, Kinugasa, and Aoba, displacing 7,100 tons, carrying six 8-in. guns, and completed in 1926-27. There are also five old cruisers which are now used as coast defence ships: Yakumo (9,010 tons), Idumo and Iwate (9,180 tons), Aduma (8,640 tons), and Kasuga (7,080 tons).

Coming now to second-class cruisers, the newest are those of the Mogami class, all of 8,500 tons and armed with fifteen 6·1-in. guns. They are Mogami, Mikuma, Suzuya, and Kumano, all completed between 1935 and 1937. These ships on their trials have shown themselves to be distinctly top-heavy, so in the two latest ships of the class, Tone and Tikuma, the armament has been reduced and only twelve 6·1-in. guns are mounted instead of fifteen; it is not certain whether these two ships are yet in service. (Nearly all Japan's warships, by the way, are built to Japanese designs, with not altogether happy results at times.) Then there are three ships of the Zintu class (Zintu, Naka, and Sendai), six of the Natori class (Natori, Isuzu, Kinu, Nagara, Yura, and Abukuma), five Kuma class (Kuma, Tama, Oi, Kitakami, and Kiso), two Tenryu class (Tenryu and Tatuta), and Yubari. These range from 5,195 tons in the Sendai class to Yubari's 2,890 tons. They have 5·5-in. guns.





JAPAN'S NAVY is one of the most powerful in the world on paper, but its fighting qualities are so far unknown. Above, a Japanese gun crew in action against the Chinese in the estuary of the Yangtse river.

ASIGARA (left) is a 10,000-ton cruiser armed with ten 8-in. guns, anti-aircraft batteries and 8 torpedo tubes. She was completed in 1929, one of four ships of the Nati class.

Photos, Black Star, Wright & Logan

Ships that Make an Impressive Showing

OUTSIDE YOKOHAMA HARBOUR a Japanese naval review provided this striking photograph of some of the 100 warships which took part. Top centre can be seen the aircraft carrier Kaga.

Japan has seven aircraft carriers. The newest are three of the Soryu class—Soryu, Hiryu, and Syokaku—displacing 10,050 tons; the remainder are Ryuzyo, 7,100 tons, Hosyo, 7,470 tons, and two of far larger size, Kaga and Akagi, both displacing 26,900 tons. Two more aircraft carriers are under construction.

Of smaller ships the Japanese have some 130 destroyers (12 Kagero class, 10 of them completing; 10 Asasio, 10 Sigure, 6 Hatuharu, 23 Hubuki, 12 Mutuki, 9 Kamikaze, 15 Akikaze, 7 Wakatake, 19 Kaya, and 3 Momo). There are 12 torpedo-boats with others building. Japan's submarines are divided into four groups, ocean-going, sea-going, minelaying, and coastal, displacing respectively when submerged 2,500, 1,470, 1,400, and 1,000 tons. They number some 72 with others building.

All these ships make an impressive showing enough, but the United States Pacific Fleet, not to mention her Asiatic Fleet, is as powerful as the whole Japanese Navy, and America's building programme far surpasses that of Japan. Moreover, it may be doubted whether the Japanese fleet would prove as formidable in action as it would appear to be on paper. "Independent experts," Hessell Tiltman, "Free Europe's" correspondent in Washington, wrote a few weeks ago, "consider the Japanese fleet ship for ship about 20 per cent inferior in marksmanship, protection, and manoeuvrability, to the British or American fleet. At Hawaii American naval officers have told me that any American destroyer flotilla leader would be willing to 'take on' any Japanese cruiser, or any American cruiser a Japanese battleship. There is also a wide-spread impression in the Orient that the Japanese personnel does not compare in quality with the blue-jackets of the two great white navies." Yet, went on Mr. Tiltman, the Japanese are a very brave people, and "it would be unwise to minimize the punch packed by the sailors of Nippon."

JAPAN'S BATTLESHIPS Mutu and Nagato are seen in the photograph above, which shows the bow of the Nagato in the foreground, with one of her 16-in.-gun turrets. These two battleships were completed 1920-1921, but extensively reconstructed 1934-36. They have a displacement of 32,720 tons, a speed of 26 knots, and their main armament consists of eight 16-in. and twenty 5·5-in. guns. Each has six torpedo tubes. *Photos, Wide World, E.N.A.*

In Somaliland 'All Over Bar the Shouting'

In an earlier page (see page 228) we have given some account of the operations on the Kenya-Italian Somaliland front which resulted in the overrunning by General Cunningham's army of Jubaland and the capture of Mogadishu. Now we are able to give further details of this brilliant little campaign which has brought the Italians in East Africa even nearer to complete collapse.

"It is all over bar the shouting," said a staff officer at British G.H.Q. in Cairo on Feb. 27, just after the news had been given out of the capture by Lt.-Gen. A. G. Cunningham's East African Imperial Force of Mogadishu, capital of Italian Somaliland. Completely defeated in the field, the Italians were reported to be giving themselves up in thousands, and only a remnant of their once considerable army was endeavouring to escape along the road to Harar and Addis Ababa, far to the north in Abyssinia.

When the campaign started in the middle of January the Italians had four or five, perhaps six, colonial brigades occupying strong positions, particularly on the line of the Juba River. Opposed to them General Cunningham had a force of Imperial troops, probably inferior to them in numbers but far superior in spirit.

After capturing a number of frontier posts General Cunningham crossed the frontier into Jubaland, and pushed out patrols in all directions. On Feb. 11 the King's African Rifles occupied Afmadu, 100 miles from the border. Here the British split into two columns. The first sped to the south, and the K.A.R.s captured Kismayu on Feb. 14, with the assistance of a naval bombardment from the sea. A number of ships were captured in the bay, together with a considerable haul of prisoners and large quantities of transport vehicles, ammunition and stores. Then crossing the Juba near its mouth the column (South Africans in the van) captured Gobwen and Jumbo on Feb. 22.

Meanwhile, the second column cut eastward straight through the bush and arrived at the Juba nearly 100 miles north of its mouth. The retreating Italians destroyed what bridges they could, but the river was forded by the South Africans, who waded across the stream holding their rifles above their heads, and the enemy resistance on the farther bank was soon overcome. Then pontoon bridges were constructed, and across these poured the British cars and trucks.

Lt.-General ALAN G. CUNNINGHAM, D.S.O., G.O.C. the East African Imperial Force, whose brilliant operations in Italian Somaliland were crowned by the taking of Mogadishu on February 25. He is a brother of Admiral Sir A. Cunningham, C.-in-C. of the Mediterranean Fleet.

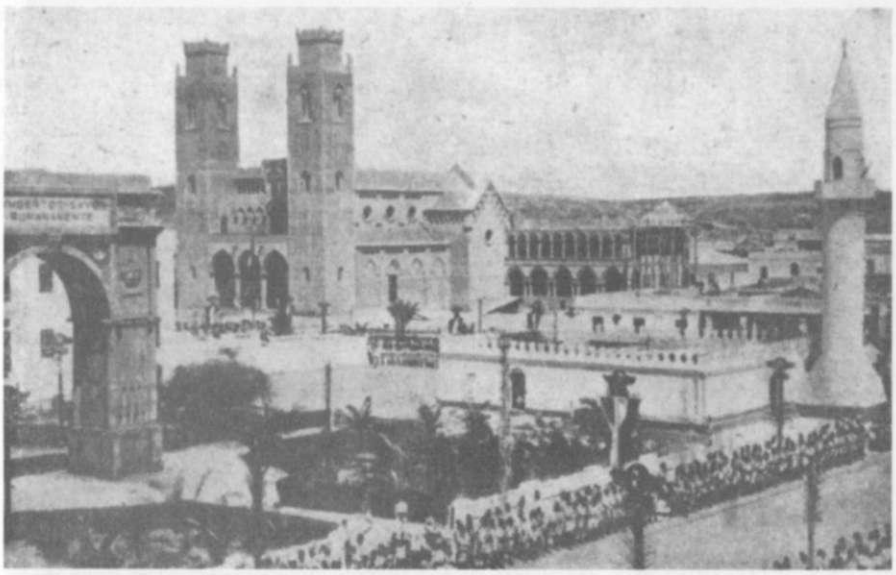
Photo, British Official: Crown Copyright

Now the two columns converged along the east bank. The South Africans moving up the river captured Margherita and Jelib on Feb. 23, after what was officially described in Nairobi as "an exceedingly vigorous and rapid march for 60 miles, clearing enemy opposition all the way." Then "East African formations," said a communiqué issued in Nairobi on Feb. 26, "having crossed the bridgehead seized by Gold Coast regiments, carried out a night march through the desert country and cut the only road communication between Jelib and Brava, thus preventing the escape of the main body. The Gold Coast brigade, which had borne the brunt of the early fighting across the Juba, completed the operation and cut off all avenues of escape to the north. A conservative estimate of the number of prisoners is 3,000, while in addition many of the enemy who escaped to the bush are now returning and giving themselves up. An aeroplane reported that the enemy retreating along the beach 30 miles from the Juba immediately waved white flags in token of their desire to surrender. Large quantities of guns and ammunition of all kinds have been captured. The South African Air Force cooperated in the capture of Jelib, machine-gunning enemy transport which was trying to escape. The bombardment of the enemy positions and dumps farther along the coast was successfully carried out by the Navy."

ITALIAN SOMALILAND, the south-west region of which is shown in this map, was overrun by the Imperial East African Force in a campaign of five weeks. Towns and villages are shown with the dates of their surrender.

With the east bank of the Juba cleaned up, the British columns reunited, swept eastward and on Feb. 24 Brava, 160 miles from Kismayu, was captured by the Gold Coast regiment.

Then the last burst along the coast began. This push was the swiftest of the campaign—indeed, of the war to date. Brava was captured on the Monday, and on the following Tuesday evening the first of General Cunningham's men entered Mogadishu, having covered in sweltering heat 120 miles of difficult country in a day, evidence not only of their own superb quality but of the demoralization of the enemy. Indeed, the main Italian force had fallen into Cunningham's trap at Jelib and had been forced to surrender, so that the capital—the strategical centre of the colony, as well as its most important port—was left very largely undefended. With Mogadishu in his hands General Cunningham is, in fact, master of Italian Somaliland.



MOGADISHU, capital of Italian Somaliland, captured on February 25, is the colony's capital and principal port. It has a population of about 50,000, eight thousand of whom are Italians. With its capture the whole of Italian Somaliland was imperilled. This general view of the town shows the triumphal arch, the cathedral, and the minaret of the Mosque. *Photo, E.N.A.*

Blowing Up for a Gale in the Balkans

SOFIA, capital of Bulgaria, was very much in the news during the days when it was still undecided whether or not that little kingdom would succumb to the Axis wiles and threats. It stands on a plateau surrounded by mountains, but is on the main line between Vienna and Belgrade on the one hand, and Istanbul on the other. This photograph shows the Maria Louisa Boulevard and the Banya-Bashi Mosque, a relic of Turkish rule.

Below: **Mr. ANTHONY EDEN, British Foreign Secretary, who arrived in Ankara on Feb. 25 for talks with Turkish leaders.**

Photos, Central Press, Topical, and Paul Popper

Centre: **SIR STAFFORD CRIPPS, British Ambassador to Soviet Russia, who flew to Turkey on Feb. 28 to consult with Mr. Eden.**

Above: **General SIR JOHN DILL, Chief of the Imperial General Staff, who accompanied Mr. Eden to the Near East.**

BULGARIA went the way of all those little neutrals which have refused to stand together against the Nazi aggressor. On Saturday, March 1, 1941, the Bulgarian Premier, M. Filoff, flew from Sofia to Vienna and there signed the Tripartite Pact whereby his country became a satellite of the Axis Powers. On the same day German troops, which had been assembled in readiness on the north bank of the Danube, crossed into Bulgaria at several points, and in a few hours the country was under German control. Meanwhile, in Turkey, Mr. Anthony Eden, Britain's Foreign Secretary, and General Sir John Dill, Chief of the Imperial General Staff, had been holding conversations with Turkey's leaders, and, as announced in a communiqué issued in Ankara on Feb. 28, "there was complete accord in the policy of the two Governments on all subjects." On March 5 Mr. George W. Rendal, British Minister in Sofia, presented a Note to Professor Filoff, Bulgarian Premier, announcing Britain's decision to break off diplomatic relations, and asked for his passports.

ANKARA, capital of Turkey, is still often referred to as Angora. Situated in the centre of the Anatolian Plateau, it is far less exposed to enemy assault than Istanbul. Modern Ankara is a monument to Mustapha Kemal—Ataturk—whose statue (left) is one of the sights of the place.

'Before Our Eyes they Have Revived the Glories that from the Classic

This unusual photograph from the Albanian front shows a formation of light tanks captured from the Italians and now being used by the Greeks against their former owners. Oval right, Greek soldiers on the way to the front with a mule-borne machine-gun. Below left, Greek soldiers, returning from outpost duty amid the snows of the Albanian front, thaw out over a cheery brazier.

How Hitler Formed his Corps of Parachutists

Although it was the Russians who "invented" the military parachutists, it was Hitler who first employed them in actual warfare—in the spring of 1940, in Norway, and, far more effectively, in Holland. This remarkable inside story of how the Nazi Parachutist Force came into being has been specially written for THE WAR ILLUSTRATED by a reliable authority on Central European affairs.

ONE month before Hitler reintroduced compulsory military service in Germany—to be exact, on February 16, 1935—a most extraordinary meeting took place at Professor von Noorden's Vienna sanatorium. The then supreme commander of the German Army, General Baron von Fritsch, who was staying at the sanatorium on short sick-leave, met "by chance" the Soviet Russian Army Commander, First Class (General) Jankir, who was seeking to recover his health at the same time and the same place.

Open Russo-German military cooperation having ceased, of course, as soon as Hitler had assumed power, this chance meeting marked the beginning of a new era: that of fresh, intensified collaboration of Russian and German staff officers in secret. It brought about, in particular, the creation of a new German force, the Parachutist Battalions. Indeed, like so many other aspects of a regime supposed to have been erected for the world's protection against the "Red Plague" of Bolshevism, this new German weapon is of purely Muscovite origin. In consequence of the above-mentioned chance meeting a certain Herr Sperling, director of a department in the obviously quite harmless "German School for Commercial Pilots," obtained an extensive leave of absence.

That school was the camouflage for the secret building up of a German Air Force, and Sperling, strangely enough, spent his leave in Soviet Russia. After three months he returned to Berlin and assembled, at his office on the corner of Voss Street and Hermann-Goering Street, just behind Hitler's Chancellery, thirty carefully selected "commercial air pilots." With these he withdrew to the Staacken aerodrome, between Spandau and Potsdam, where secret and most uncommon activities began. A sector of the aerodrome was walled in; unauthorized access thereto was forbidden under death penalty, and the thirty men stayed there for months in complete seclusion. The only thing that could be witnessed by outsiders was the erection of several curious scaffolds. Then, once in a while, a few 'planes swept over the walled-in part of the aerodrome early in the mornings, and something appeared to be dropped from them.

First 'Drops' at Staacken

Nobody knew anything for certain. But a car-driver who once passed the Staacken Aerodrome, where the great Berlin-Hamburg motor road touches it, at the break of the day got a shock—he saw one, two, three men with parachutes dropping from a 'plane. They came from such a low height that he was sure there would be an accident that would cost them their lives. Aghast, he shouted to the two guards at the entrance of the aerodrome: "Parachutes—look over there!" The guards did not even lift their eyes. "You are day-dreaming!" one of them observed.

When the traveller insisted that he *had* seen the parachutes, and was quite awake and in possession of his senses, he got a sharply emphasized "You were dreaming—*understand*?" He understood, and put his foot on the accelerator for all he was worth.

That happened at about the moment when Herr Sperling had taught his disciples all he had learnt himself in Moscow. With true Teutonic efficiency, however, he was not satisfied with that, and set about the task of improving the procedure. Scientific help was called in; the "Office for the Research of Defence Psychology," directed by Councillor Grigoreit, in a wing of—an unintentional joke—the Hospital for Disabled Soldiers in Scharnhorst Street, submitted to the thirty men extensive questionnaires, the answers to which yielded valuable conclusions as to a man's psychological reactions during a jump. The Medical Officer for the Forces had to make detailed investigations as to the physical effects of a parachute drop. And a combination of the findings of both sources brought about, in January 1936, the publication of the first "Instructions for the Setting-up of Parachute Troops."

A school for parachutists was established at Spandau, recruiting its pupils exclusively from volunteers. Herr Sperling (his name, appropriately enough, means "sparrow") suddenly became a colonel, and not long afterwards a general of the Air Force; 24 of his first pupils were "Troop Leaders" with the rank of lieutenant.

Training the Leaders

At first no regiments were formed; but 50 men were included in the "Condor Legion"—the body of German "volunteers" who fought in the Spanish Civil War in order to gain practical experience. Only 23 of them came back; the others lost their lives in a number of daring enterprises. Upon the knowledge gained from their experiences was based the creation of an "Academy for Parachutist-Leaders," a department of the "Academy for Aerial Warfare" at Gatow, near Berlin. Only men with a particularly high standard of education, intelligence, technical qualification and physical fitness are admitted. They have to undergo, in the Spandau "school" as well as in the Gatow "academy," the most intricate and complete training imaginable: jumping with parachutes, of course—but at night, and in unknown surroundings, too; normal military training with rifle and machine-gun; engineer's work, such as blowing up bridges, crossing rivers, and so forth; Morse code and wireless, map-reading, special technical training—for instance, destruction of motor-cars and machinery, and foreign languages.

By 1938 there were two regiments of parachutists, of two battalions each; every battalion comprised 500 men, but not all of them were parachutists—the staff, 'plane personnel and technicians being included. A third regiment seems to have been ready at the beginning of the war. That troop suffered heavy losses when utilized for the first time in Holland and Belgium. In view of those losses, and of the length of time taken in the special training, the Nazis should not at present have more than six regiments of "jumpers."

WE ALSO HAVE PARACHUTE TROOPS

THAT Britain had used parachute troops in Southern Italy came as a surprise to the Italians and the British public alike. A corner of the veil of secrecy has now been lifted, and it has been officially announced that the British Army has a force of parachutists in training.

All the British parachutists are volunteers and come from various branches of the Army. Needless to say, they are picked for their physique and daring, and because of the extra risk involved they receive extra pay. Their training is rigorous, and every man must be able to swim in uniform as well as to undertake the most arduous tasks without fatigue. The parachutists wear goggles over their eyes and crash helmets. Jackets are shaped to the hips and their trousers fit into the tops of their boots, which are similar to the German pattern. Their parachutes are fitted with a special release gear which operates instantaneously, ensuring quicker action than is possible by a man himself pulling at the ripcord. Another parachute descends with them carrying a kit-bag containing their equipment.

No details of the men's training have been divulged, but exercises recently carried out in the presence of General Sir John Dill, Chief of the Imperial General Staff, and many of Britain's war leaders were most impressive; not only did they clearly demonstrate the potentialities of this form of attack, but they showed the efficiency of the co-operation between the R.A.F. and the Army. As Lieut.-General Sir Douglas Brownrigg, the "Sunday Times" Military Correspondent, puts it: "The Germans may yet regret having started the use of this new instrument of war."

Sq.-Leader LOUIS STRANGE, D.S.O., D.F.C., holds an important position in connexion with the training of British paratroops. Fifty years of age, he is the only pilot still flying who went to France with the original R.F.C. in August 1914. Top, badge of British paratroops.

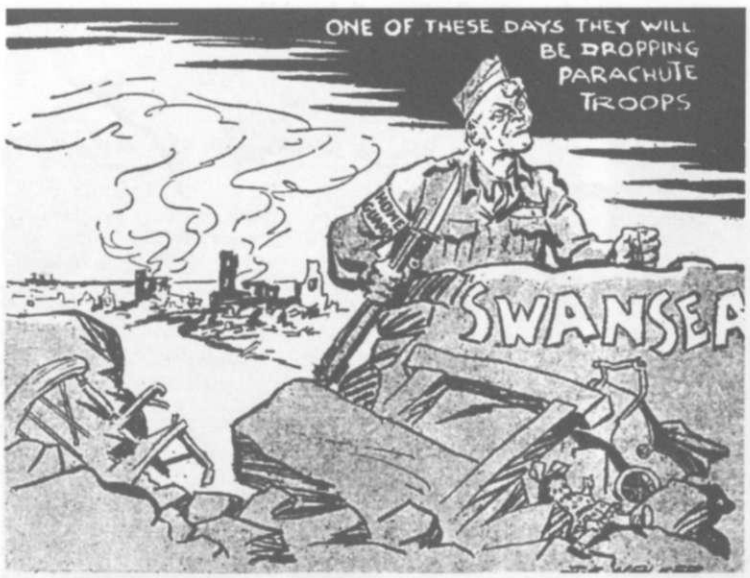
Where the Nazis Learn to Drop from the Clouds

FOLDING PARACHUTES is a delicate operation, and airmen and paratroops are entirely dependent for their lives on the ground staff that folds and packs the apparatus. Here is the German training school at Stendal. Skilled hands are arranging the gear of parachutes used in training beginners.

Photos, Associated Press and Central Press

ON STENDAL AERODROME a parachute is still fully spread just after landing. Below, a combined descent is being practised. The machine from which the men have dropped is seen on the left of the photograph.

Swansea's Three Nights of Brutal Battering

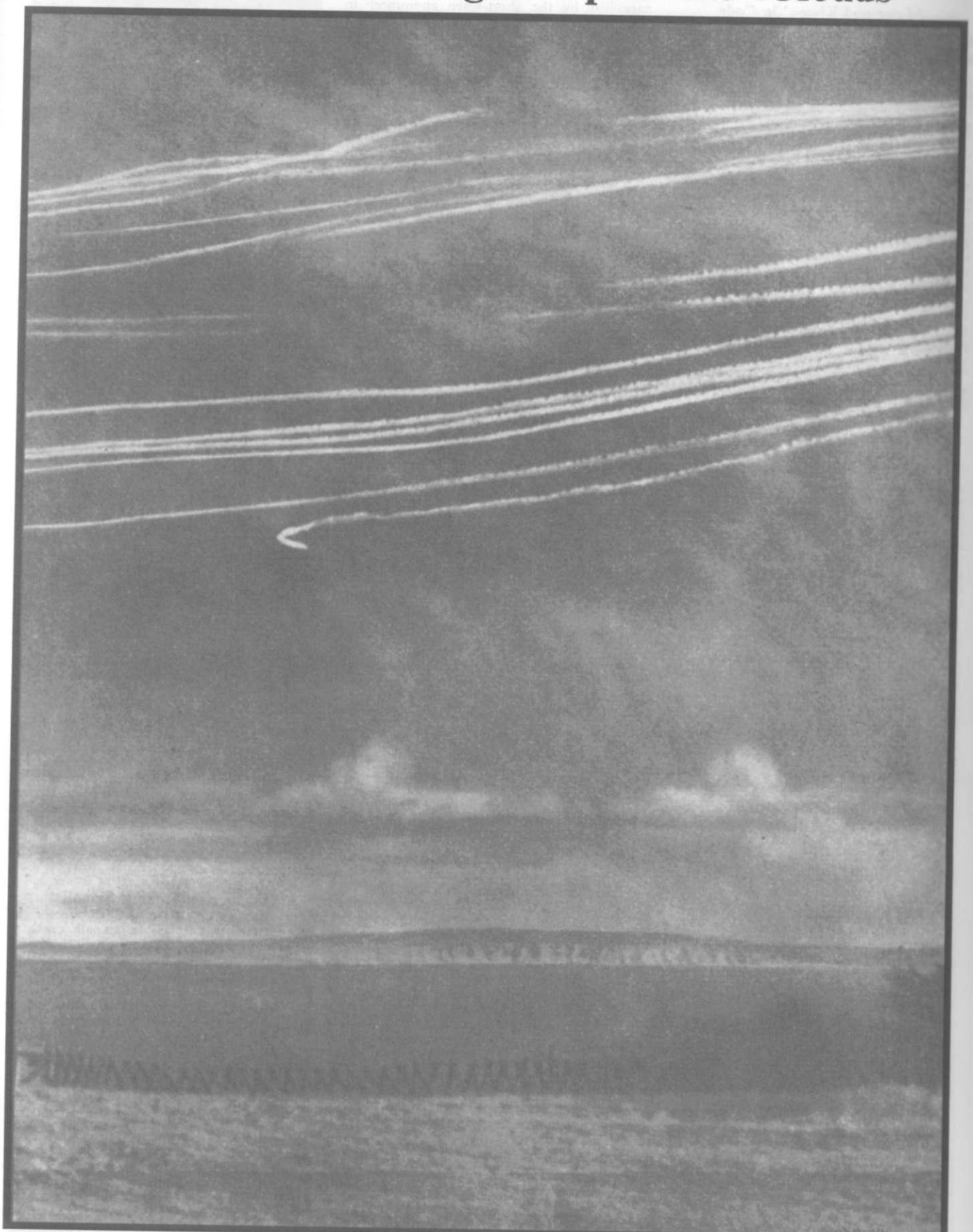


SWANSEA WILL REMEMBER
Cartoon by J. C. Walker. Courtesy of the "South Wales Echo"

After the great raids on Swansea those who were engaged in the work of rescue and salvage, such as these two Salvation Army officers, walked through streets covered with the debris of fallen buildings.

GUTTED BUILDINGS OF SWANSEA bore witness to the thousands of fire bombs which wrought havoc such as is seen above in the raids of February 19, 20 and 21, 1941. Those who were rendered homeless found what accommodation they could. Right are some of the women and children in the crypt of a church used as a rest centre.
Photos, Planet News

'Fiery Warriors Fight Upon the Clouds'



ABOVE THE STRAITS OF DOVER there was great aerial activity during daylight on February 22, 1941, when British fighters intercepted many formations of the German Luftwaffe. This photograph was taken while the battle was in progress. By the use of plates sensitive to infra-red light waves, which can penetrate haze and mist, and a telephoto lens, the cliffs of France have been brought apparently close to England, and the white trails left by the swift-moving 'planes, trails familiar to all who witnessed the aerial battles of the summer of 1940, stand out clearly in the sky.
Photo, "Keystone"

OUR SEARCHLIGHT ON THE WAR

'Love and Kisses' in Code

So sympathetic is the attitude of the Post Office towards the wives and sweethearts of men serving in H.M. forces in the Near East that a code system has been devised for a large variety of messages, each having a distinctive number, divided into groups such as "Greetings," "Health," "Money," etc. In the first-named group every degree of affection is included, from simple "Kisses" to "Fondest love and kisses." Number 61, "You are more than ever in my thoughts at this time," may well hearten a lover bumping along in an armoured car over a dry, waterless desert. Number 69, "All well; children evacuated," will bring peace to the mind of an anxious father whose heart is in London while his body is contending with a sandstorm. A young husband receiving No. 85, "Son born; both well," may bless the Postmaster-General more than he who receives No. 113, "Glad if you could send me some money." But almost certainly it will be the romantic "Greetings" group of numbers which will most often be consulted by operators decoding these messages sent out East.

£10,000 Well Spent!

A wireless invitation by the German Government to Americans to send, at its expense, messages of not more than 21 words suggesting items for the German broadcasts to the United States met with an exuberant response. So enthusiastic indeed was the desire to take advantage of these facilities that a new organization, calling itself "United Americans" was hastily formed with the object of sending 30,000 to 40,000 cables, for which the collecting charges would be not far short of £20,000. The Radio Corporation of America, authorized by Germany to accept the messages, actually handled about 15,000, at a cost to Dr. Goebbels' propaganda fund of about £10,000, before the offer was prematurely cancelled by the short-wave announcer in Berlin, who complained that "the senders of some of the messages do not seem to be among our most ardent admirers." For once he spoke the truth. Here are a few sample cables. "Broadcasts of R.A.F. bombings of Germany would be most welcome to Americans. We want especially a description of bombings of the German Chancellery, of Berchtesgaden, and of the Brown House in Munich." "Give me a six-hour talk on the ways and means to exterminate Adolf Schickelgrube." "We request a graphic description of a British invasion of Germany." "Why is Goering so fat when the Germans are so lean?"

THE DUCHESS OF KENT is here seen at the presentation by Messrs. May and Baker, the well-known chemists, at the Mansion House, London, of a million tablets of their sulphanilamide compound ("M & B 693") to the Lord Mayor's Greek Relief Fund. This drug has proved most valuable in the treatment of pneumonia.
Photo, "The Times"

Dog Mascots in the R.A.F.

In January the R.A.F. Comforts Committee rashly made public that a fine Alsatian dog had been received from an admirer with the suggestion that it should be given to a fighter squadron as a mascot. No sooner had this been done than the Committee found another Alsatian waiting on its doorstep, anxious to join the R.A.F. He went to a squadron of the Bomber Command. Since then two more Alsatians have arrived at the Committee's headquarters in Berkeley Square—as well as two mongrels, ready and eager to serve wherever they might be sent, a bull terrier, a bloodhound, a golden cocker and a Manchester terrier. All are now officially attached to bases of the R.A.F., but the Committee has had to announce that no more dogs are wanted for the moment (though musical instruments suitable for an R.A.F. station band would be very welcome). Mascots of the R.A.F. are not, however, all canine. There is one fighter squadron which is apt to attribute its immunity to the tame duck attached to its mess.

Life-Saving Drug for Greece

One million tablets of the sulphanilamide compound, discovered after years of research by chemists in the laboratories of Messrs. May and Baker, and popularly known as "M & B 693," have been presented by this firm to the Lord Mayor's Greek Relief Fund. This drug has effected thousands of dramatic cures in many germ diseases, particularly pneumonia, and will be a boon to Greek doctors in the field. The generous gift, which is valued at £5,000, was accepted on behalf of the Fund by the Duchess of Kent. Already 20,000 of the tablets have been sent by air mail to the British Minister in Athens, who had cabled an urgent request for the drug, with the suggestion that £1,000 of the Lord Mayor's Fund should be used in this way to combat the scourge of pneumonia in the Greek Army.

What Airmen Read

Their tastes are varied, and it is a mistake to imagine that only thrillers are in demand. It may well be that the thrills in a pilot's personal experience explain his frequent preference, on returning to his base, for novels such as "Pride and Prejudice," "Vanity Fair," and "David Copperfield." Incidentally, men who have seen the film versions of these and other classics are indignant when they differ from the original story, and inclined to be critical of the casting. But not every man in the R.A.F. has the wish or ability to concentrate on a long book for what are inevitably short periods, so that P. G. Wodehouse is a prime favourite. "Pickwick Papers," which can be opened anywhere to while away ten minutes or half an hour, is also very popular, as are the short stories of O. Henry. Periodicals of every type are found on the table, many catering for serious minds. In every mess there may well be a Tolstoy enthusiast; a man who dips for refreshment into anthologies of poetry; a pilot who—perhaps after bombing Den Helder—becomes immersed in Motley's "Rise of the Dutch Republic"; and another deeply absorbed in a mathematical treatise. One shrewd observation has been made; most modern novels hailed by critics as "masterpieces," even those which become best-sellers, are turned over—and left unread.

R.A.F. MASCOTS are often live ones, given by well-wishers. Above, Commander Milo Warner, of the American Legion, is seen making friends with Wilfred, the duck mascot of an R.A.F. fighter-squadron he was visiting.
Photo, British Official: Crown Copyright

Death of a Famous Scientist

Sir Frederick Banting, discoverer of insulin, was killed in an air crash at Trinity Bay, Newfoundland, on Feb. 21. He was flying to England on a mission of high scientific importance, rumoured to be the demonstration of a new method of nullifying the effects of poison gas on the human body. Sir Frederick, who was Professor of Medical Research at Toronto University, had also been engaged recently on special work in what may be described as aviation medicine. Dean C. J. Mackenzie, President of the Canadian National Research Council, describing the thoroughness with which he carried this out, said: "He would go up in an airplane as high as it could go to discover the effect of lack of oxygen on the blood. He insisted on diving to see the effect dive-bombing had on bomber crews. He made his pilots do everything an airplane can do in the air in his study to discover means to counteract the heavy strains on human beings in these unusual circumstances." Sir Frederick had also taken part in tank manoeuvres to study the reactions of the body to this drastic method of making war.

'Australia's Messenger Brings No Empty Words'

Rt. Hon. ROBERT GORDON MENZIES, Premier of the Australian Commonwealth, is seen inspecting a Guard of Honour of Australian infantrymen when he visited the Ministry of Information in London; he arrived in England on February 20, 1941, by flying-boat, having flown 21,000 miles. Below we have a photograph of him congratulating a fellow-countryman at Benghazi during his tour of the Middle East.

Photos, British Official: Crown Copyright; G.P.U.

MY greeting to you comes from the whole of the Australian people of all creeds and political parties. On the issue of this war we are not divided. You and we are of the one blood, and we are not to be put down by ambitious adventurers or predatory rogues. You must never even be tempted to think that your fight is a lonely one. Speaking, I am sure, not only for Australia but for the whole of the British Empire beyond the seas, I say to you: We are in this most holy war with you; everything that we have of man-power or treasure or skill or determination is pledged to work and fight for and with you until victory is attained and a better and juster day dawns for the world in which our children are to live. This is not a mere expression of sentiment. It is supported by every deed of which we are capable.

The total population of Australia is considerably less than the population of London. But the Australian Imperial Force, our expeditionary force, is already an Army Corps of four divisions and corps troops, thousands of the personnel of which have already made their blows, their just blows, heard in Rome, and desire only to deliver them at Berlin itself. I have visited in the Mediterranean ships of the Royal Australian Navy, which from the day war broke out have cooperated with yours in the Seven Seas and have, by their skill and fighting qualities, not subtracted from the glories of the Royal Navy. I have seen Royal Australian Air Force men in Libya clad in strange garments and sometimes "bearded like the pard," but always attacking, attacking, attacking. Add to these things our munitions effort, which already produces 20 times our volume of production when war began, and you will see that Australia's messenger brings no empty words . . .

WE are not shrinking from the burden either of men or of money. And why should we? As I said recently at home, every bomb that falls on London or Coventry is a bomb dropped upon the security of Australia. We are in this danger together, and by faith and work we shall triumph over it.

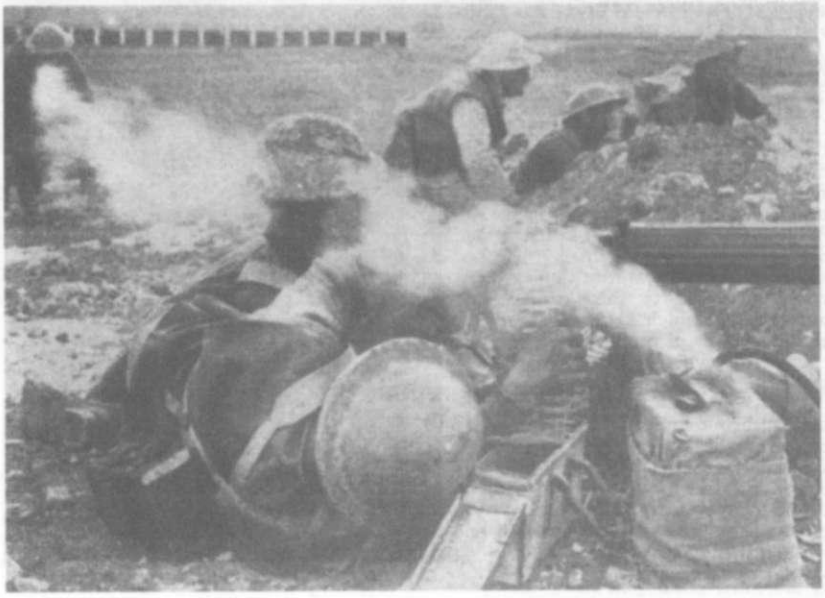
From the Australian Premier's broadcast from London, Feb. 23, 1941

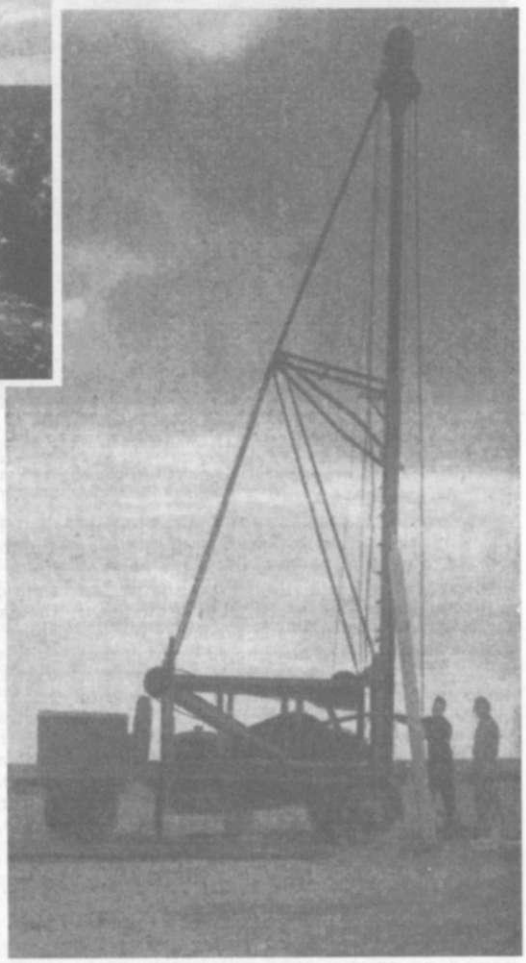
At Derna They Even Left the Duce's Picture!

DERNA fell to the Imperial Forces on Jan. 30, 1941, in the course of the ever-memorable dash to Benghazi. So precipitate was the Italians' retreat that they omitted to destroy vital bridges of great value to the pursuers. Above is one intact, with Imperial troops standing in front of it.

Among the "booty" that fell to the victorious Army was a grim-looking portrait of Mussolini that inspired in these men of the Army of the Nile only contemptuous amusement.

"BELIEVE, OBEY AND FIGHT" were the words inscribed in big letters on this wall in Derna to encourage the Italian troops. The latter may once have believed they had an easy task; they certainly obeyed the order to retreat—even to run; but as for fighting, neither they nor their generals had much stomach for it.





The capture of Derna was important, for there it was possible to sink wells and get an adequate supply of water. Above, a British well-boring unit is at work. Left, a British machine-gun in action near the town just before its fall. *Photos, British Official: Crown Copyright*

Here's My Log When We Were Torpedoed

When his ship was torpedoed, Able-Seaman Sydney Light, G.M., took charge of one of the boats, and by his "courage, leadership, self-sacrifice and stout heart" saved not only his own crew of eight, but 16 men in another boat which he towed. Here we publish the log which he kept during ten days of privation, weariness and danger.

FIRST DAY (midnight). Torpedoed on starboard side. Wind N.E. Force 6, heavy seas, shipping heavy sprays starboard side. Mean course 93 degrees true. Standing by on main deck when struck, reported immediately to third mate, Mr. Craze (officer on watch), for orders.

He instructed me to call all hands on deck and abandon ship. This I carried out and reported to my boat station No. 4 boat.

The second mate, Mr. Garner, had not appeared at the boat. I therefore inquired of Mr. Parr, fourth mate, if I should prepare to swing out the boat. He told me to carry on. This was done with the very able assistance of the stewards.

The boat having been swung out on the davits, the second mate, lamp trimmer, and A.B. Fish arrived. The second mate ordered me into the boat to see the plug was secure and stand by the forward fall and painter.

The stewards and engineers then got into the boat and Mr. Garner ordered "Lower away aft," after which "Lower away together." A very heavy sea lifted the stern and unhooked the after fall, with the result that all hands except Jeffries, greaser (caught in a thwart) and myself, hanging on the forward fall (on which the boat was then hanging vertically), fell out.

Another sea then lifted and swamped the boat. I released the forward fall, and gave orders to Jeffries to hold her off. I then ran aft and pulled aboard the rest of the survivors.

During this time the boat had several nasty bumps against the ship's side, and in consequence I pulled the toggle of the forward painter (it was impossible to keep the boat off the side because the rudder was not shipped).

We then drifted away, and I ordered "Out oars," and tried to row to the lee side to pick up other survivors. This proved to be impossible as the men were exhausted. We then drifted away from the ship in the heavy seas, which we tried to keep head on. This also was impossible. I then gave instructions to bale out, the water then being up to the thwarts.

As we lay broadside on the seas were breaking on the port side and rolling off the starboard. A searchlight was then shone round, which I presumed was from the submarine, but owing to us being so low in the water we could not see it.

Second Day. Morning came, sea and wind abated to force 2, we then baled out and squared up the boat, stepped the mast, and set sails. At 11 o'clock another lifeboat with sails set was sighted. After conversation with them we learned they were survivors of another torpedoed ship.

They informed us that they had seen a boat which they believed was one of ours without sails or oars; we sailed around in the hope of picking them up, but all without avail. I informed them to steer a course by compass S.E., gave them some cigarettes, and they proceeded on.

At one o'clock, p.m., we sighted two steam vessels to the south. We hoped they would pick us up, but, unfortunately, they missed us. I then suggested to the others we had better get on our course and proceed. They were unanimous, and this was done.

Wind was N.E. 2, swell heavy, and then the wind veered to west, increasing to south. We shortened sail and steered south-east. All hands then had physical exercise to keep them warm.

We reset the mainsail and continued until 19 hours, and lay to on the sea anchor, covering ourselves over with the boat cover. A look-out was kept during the night.

A.B. Sydney H. LIGHT, whose heroic action in the story described in this page (taken from his log), has won him the G.M. Before the war he was landlord of the "Southborough Arms," Kingston By-pass. *Photo, Associated Press*

Nothing to report. Heavy rain squalls all night which abated at 5 a.m. Wind and rain then moderated.

Third Day. We got under way at 7.30 a.m. after having something to eat (one dipper of water, a biscuit, a small portion of corned mutton, and condensed milk), under mainsail and jib with one reef in mainsail.

At 9.30 a.m. shook out reef and continued under steady breeze 4. Estimated speed 3 knots. 11 a.m. sighted flying-boat in northerly direction about fifteen miles to eastward of us; we hope to see him later so that he reports us.

12 noon. All hands except Mr. Clay, chief electrician (who is suffering from pains in the legs and stomach) are happy and well. Mr. Clay we have made as comfortable as possible forward; proceeded on our course south-east. All hands in good spirits, had something to eat, all disappointed did not see flying-boat again, downed sails, put out sea anchor at 19 hours and settled down for the night.

Fourth Day. Sea breeze had eased down, under way at 7.30 a.m., with jib and mainsail all set, wind northerly, estimated speed 3½ knots, course S.E. Navigation very difficult not knowing position of ship when torpedoed, only knowledge had was course (true) and distance to port from noon on Friday.

12.00 noon. Wind and sea freshened considerably, but continued under all sail. Mr. Clay has for first time come out of his position forward, looking rather pale and weak, but bright and in good spirits; all hands bright and hopeful; had community singing and physical jerks, which we have done since Saturday. All hands soaking wet, which they have been since leaving the ship.

16.00 hours. Captain's steward Rolf at the tiller sighted a lifeboat without oars, sails or any sign of life at all, except a canvas tent fitted amidships. Altered course to N., and all hands shouted with gusto, and out came chief officer of another torpedoed ship, who came on deck.

I shouted him and told him to stand by to take a line from me. We unfastened the ground anchor warp, came about, and he picked up the line and made fast; and we took them under tow at 16.30 hours.

We now learned there are sixteen men in the boat. The chief officer asked me what course I was steering, and I told him S.E.

We then gave him a tin of corned mutton and a lighted cigarette, which unfortunately went out, downed sails and lay to on sea anchor at 19.00 hours. Wind and sea increased, and heavy rain fell, shipped a lot of water; second steward and myself baled out twenty-six buckets of water during the night.

Fifth Day. All hands soaking wet and very stiff, got under way at 7.45 a.m. and did physical jerks, agreed with mate of the other ship to steer new course. Speed reduced considerably since towing other lifeboat. All hands in boat in good spirits, ate well. Speed approximately 2½ knots.

Thought to have sighted land about 17.30 hours, and kept going until 19.00 hours. Suggested to other boat we lay to all night, as we did not want to go in not knowing the condition of the coast.

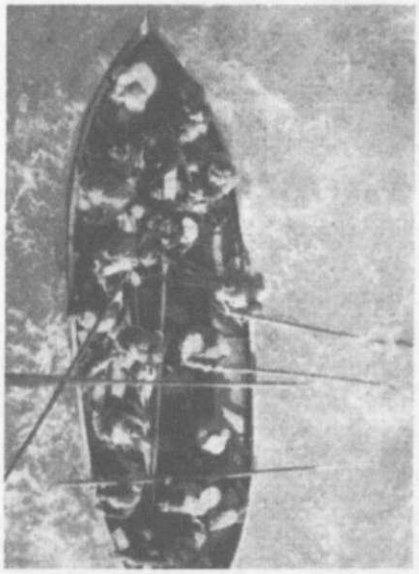
I did not want to hit a rock or shoal, as some of the men in the other boat had been injured when torpedoed, and, further, most of them were without lifebelts.

We lay to on the sea anchor all night, gave the other boat two tins of corned mutton and half pound of tobacco and cigarette papers, also some matches. Have arranged to keep two look-out men in each boat throughout the night.

Sixth Day. Wind dropped to 1, sea dropped to big land swell. Was up at five o'clock, it was dead calm, but there were zephyrs, counted six to the minute. I hope this will turn into a light breeze by sunrise.

Gave the other boat four oars, keeping three ourselves, have now learned we lost one while rowing away from the ship. Have set sail in hope of getting a little breeze, but seems of no avail at the moment, but we will keep them up as a passing vessel might see them.

I WAS THERE!



Torpedoed 700 miles off Lisbon by an enemy submarine, the captain and crew of the British freighter St. Agnes were rescued by the U.S. liner Exochorda. Here are the rescued men coming alongside the American ship.
Photo, Associated Press

Continued rowing all day until 16.00 hours, and considered it foolish to fatigue the men any more, so stretched out boat cover and all hands turned in for the night.

Seventh Day. Mate of other boat called and we came alongside, by this time a light breeze, N.W. 2, had sprung up. He informed me two of his men had bad feet (similar to trench feet). I went aboard, massaged them, and gave them my seaboot stockings, and left them quite comfortable. I then got the first-aid kit cleaned, and dressed the thigh wound of Mr. Lane, chief steward, and the hand and ankle of carpenter.

The mate of the other boat, Mr. Fiddler, Mr. Graham, third mate, and myself unanimously agreed, as a slight breeze had sprung up, we would sail all night. Mr. Graham volunteered to come on board and do watch with me.

At midnight Pyner, deckboy, complained of terrific pain in his feet. I had him on deck and massaged the feet and got the blood back into circulation, and tore up a blanket in strips and bound his feet.

Mr. Graham and Rolf relieved us at midnight, and a heavy rainstorm beat the wind out between 01.00 and 02.00 hours, when it freshened again.

Eighth Day. I came out on deck at 05.00 hours in brilliant moonlight, wind and sea calm. Mate of other boat on deck at 06.30 hours, hauled alongside, and went on board and found galley-boy with trench feet, massaged them, and gave him relief.

Wind has now dropped to dead calm, mate and I decided to row during day; wind freshened at 10.00. Mr. Graham and I decided to fit jib to an oar and make a mizzen of it and cut up boat-cover and make foresail.

Continued to sail through night. This was the first opportunity I had to take a bearing of the North Star to find compass error.

Ninth Day. Light breeze 2 southerly, same routine as before. 15.00 hours wind and sea increased violently. Chief officer of other boat hailed me and we decided to transfer men, provisions and water into our boat so that we could make better headway.

This I put to the members of the boat, who agreed, but that we should wait until the weather abated. Under a double reefed mainsail, wind from the S.E. and heavy rain, we continued to make slow headway.

Tenth Day. Wind and sea eased considerably by 09.00 hours. We then transhipped crew and provisions from towed boat and continued our course. Owing to wind veering S.E. it was decided we should break into three watches.

Food and physical exercises continued.

Eleventh Day. Relieved Mr. Fiddler, four o'clock. Wind S.E. 3. Sighted ship at 07.15 B.S.T. Lit one flare with no answer; another five minutes later, to which he answered our signal.

Called all hands, cleared away tent, shipped rowlocks, out oars and rowed towards the ship. A nasty choppy sea running went ahead of her and round to portside. All hands boarded without mishap or injury at 08.00 hours B.S.T. After being served with hot tea, reported to captain.

I will take this opportunity to express appreciation on behalf of the survivors and myself for the kind consideration and generosity afforded to us by the officers and men of our rescue ship.

S. H. LIGHT, A.B.

Read and confirmed—
R. CLAY, Chief Electrician.
A. J. D'AGORNE, Chief Certificate Engineer.

'Night Flying is Rather Terrifying at First!'

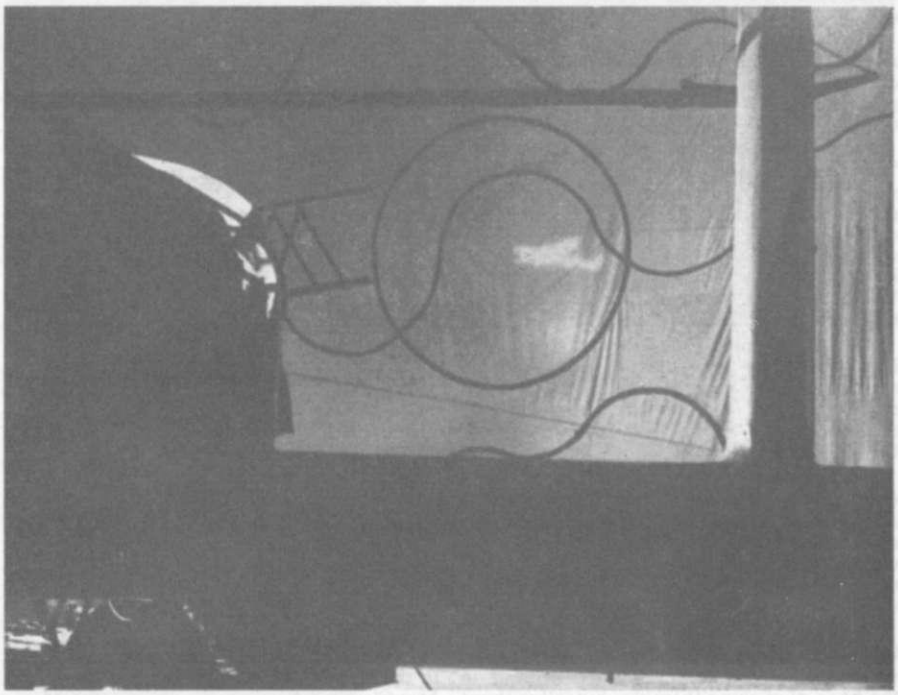
The thrill of night fighting—of being one of the cat's eyes of the R.A.F.—has been described by Flying Officer D. A. Willans, who was recently awarded the D.F.C. for his successes in night fighter operations in Britain's skies. Below we tell his experiences in his own words.

"It was rather terrifying at first," said Flying Officer Willans, "but now I would not change my job." He speaks from experience, for he has been with a Night Fighter Squadron since the war began.

"It is a grand feeling to be up there at night," he went on. "When it is a moonlight night you can see almost everything on the ground, and it is not too difficult to spot a Hun. But, on dark nights, it's a different matter and you have to rely principally on searchlights. Some of our fellows are better than others are at seeing in the dark. Diet helps to develop one's power to see in the darkness, and we also carry out special training in the daytime. Combat is not easy unless the enemy is held by searchlights because the rear-gunner can open his vision panel and have a crack at you, while you have to keep your screen closed."

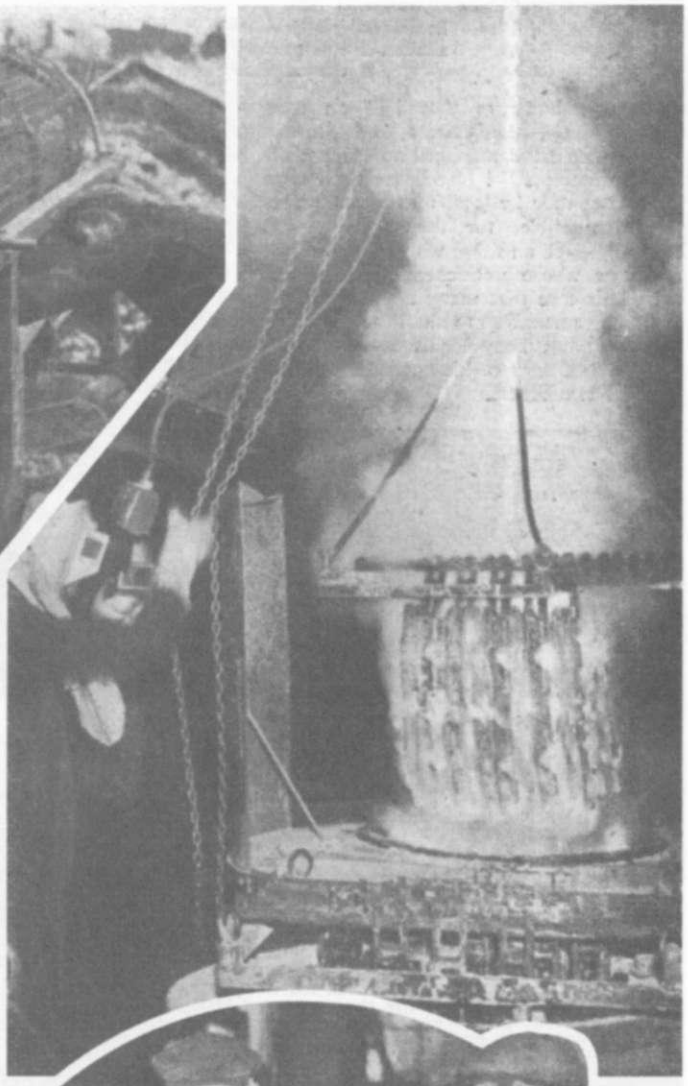
The first bomber Flying Officer Willans caught at night was an He. 111 which he encountered over Norwich. He probably destroyed it. "I first saw the Hun held in a concentration of searchlights," he said, "and chased him for five minutes. He dodged the lights and I lost him, but picked him up again after I had seen incendiaries burst below. One beam caught him again and I saw clearly that he was an He. 111. I made one attack which met with a certain amount of return fire from the upper and lower guns, and then had another crack at him. All at once his firing ceased. To make sure, I let him have another burst and went underneath him. He made for the sea and an observer reported that one of his engines was 'not working so good.'"

On another occasion Flying Officer Willans damaged a Do. 17 in a night combat over France. He saw the Do. attempting to land at an aerodrome and attacked at 2,000 feet with short bursts from 30 yards range. His bullets went wide and he dived again, attacking on the port side with incendiary bullets. "I saw a flash from the enemy machine as I broke away," he reported, "he went down and crashed well short of the aerodrome flarepath. One engine of my machine cut out just then so I concentrated on getting back. There was no cloud, no moon and it was very dark, but I just managed to make it."



BRITAIN'S NIGHT FIGHTERS, as described in this page, receive a thorough and intensive training before they are ready to play their part in the air battles in the dark sky. This photo shows a rear gunner being trained by means of an ingenious device: his machine-gun is pointed at a representation of an enemy 'plane which is moved rapidly across a screen. *Photo, Planet News*

'Spanner, Spade & Saucepan' Take the Offensive



Potatoes are now sold in grades, and (top) on a Sussex farm a hand-driven machine sorts them out with ingenious mechanism into the grades to which they belong. Immediately above is a land girl who did the same job in the last war and likes it now just as she did then.

BRITAIN'S OFFENSIVE, said Captain Harold Balfour, Under-Secretary of State for Air, in a speech at Stockport on February 23, cannot be confined to bomb, tank and ship, but must embrace the spanner, spade and saucepan. Here in this page we have illustrations of these latter types of offensive action. Two of the photographs have an agricultural appeal. Two were taken in war factories—one showing the hardening of caterpillar track links on a Bren gun carrier, and the other, two Belgian refugees at work on reconditioning machine tools. Finally, as an illustration of the "saucepan" we have a glimpse of one of the Liverpool Corporation's central kitchens. *Photos, L.N.A., Associated Press, "Daily Mirror," Fox and Planet News*

Our Czech Allies Are Training for 'The Day'

In an earlier article (see p. 352, Vol. 3) Henry Baerlein has told us something of the Czech airmen in this country. Now he writes of the army formed by the Czechs over here—a truly democratic army, an army worthy of the people's great past.

WHAT adventures they had on their travels, the Czechs and Slovaks who have managed to elude their Nazi "protectors"! To leave their own stricken Republic by legal means was nearly always impossible, for the fangs of the Gestapo gripped all those who possessed any fortune or whose political past displeased them. It is true that many a Gestapo man would be amenable to a little financial persuasion; but Himmler is aware of this weakness, and each of his agents is watched by one or two others.

THESE CZECH SOLDIERS are seen marching along a country road during the Battle of France in the summer of 1940, when they fought fiercely against the Germans. Men of the reorganized Czech Army now in Britain are highly trained and splendidly equipped, ready once more to continue the fight. Here are some of them on parade (right).

Sometimes a Czech would succeed in getting across the German frontier into another country and then find that the guards of that land were on friendly terms with the Nazi guards. This happened to a man who was a State employee in Prague, a man of forty-one who during the last war was a member of the Czech Legions which for years were the sole organized body in Siberia. In August 1939 this man left Czechoslovakia without an exit visa, travelling among a trainload of workers who had been allocated to the Ruhr. At Hanover he left that train, went on alone, got into Holland, was sent back to Germany and spent four months in prison at Münster—where the treatment, he says, was not too bad because that region is profoundly Catholic and the wardens were not of the young fanatic type. However, his money was confiscated; and when he was allowed to go to Prague he would have had to walk there if one of the warders had not been willing to buy his gold watch. From Prague he turned south and crossed to Hungary on the way to Yugoslavia, where he knew that all would be well; but in spite of the assistance he received from the French consul in Budapest, from the Polish Red Cross and from a bribable Hungarian official, he was sentenced on three occasions to terms in Hungarian prisons.

But the Czechs never lost hope, and when one sees them here one realizes what grim determination they possess and that they will play a splendid part in the liberation of their Republic. True warriors that they are, they have a profound love for children; now and then a children's edition of their army paper *Naše Noviny* (Our News) is published, of course, in English. It is delightfully written. No wonder these men are popular among the children in their present winter quarters; as I went with one or other of them through the streets there was a continuous cry of *Nazdar! Nazdar!* (the Czech word that is a combination of Good Luck! and Hullo!). And among the adult and the military part of the population I found that these troops are highly appreciated; they are men of initiative, as one would expect from the people in whose country lies the Skoda factory, men who gave the world the Bren gun, which the British army values so much.

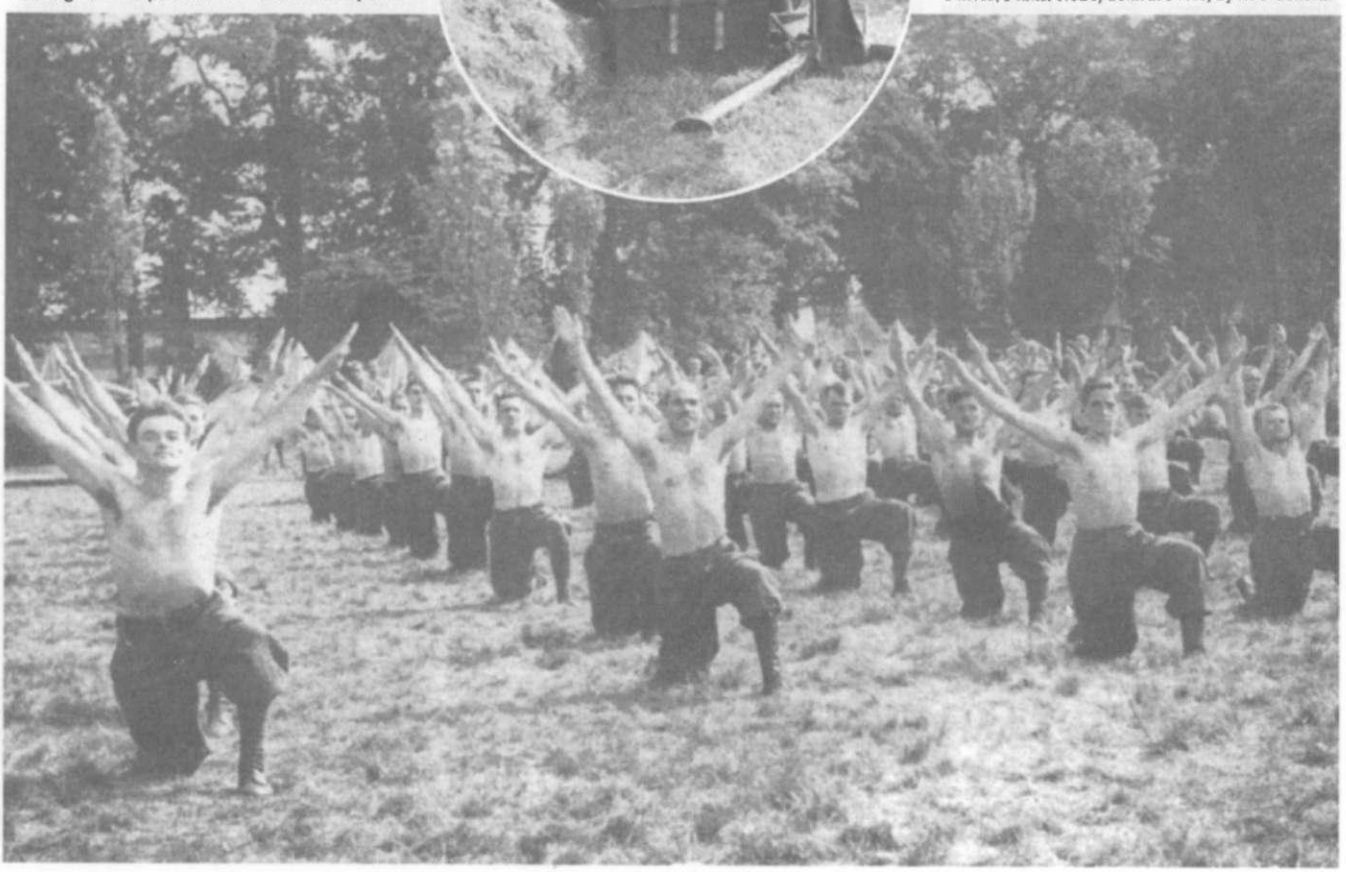
As an example of the injustice they had to suffer in their own country, let me describe the experiences of one of their soldiers now over here, a sensitive-looking young man who smiles when he talks of the past, but who is dreaming, like all of them, of the vengeance they will exact when their turn comes. He used to live in the Sudeten region, where he owned a door-handle factory. This was seized by the Germans after Munich, whereupon he started a similar factory in the "rump" of Czechoslovakia. This factory was eventually also seized after a lawsuit had been brought against him by the manager of his original place, who complained of the competition of the second factory. Having bribed the Gestapo, the young man was allowed to go to Yugoslavia, ostensibly for medical treatment; and although other minions of Himmler's police asked for him to be delivered to them, the Yugoslav authorities refused, and our friend took the road which so many of his countrymen have trod—to Greece, Turkey, Palestine, Egypt and France.

Thus they have followed the great example of their fathers who in the last war managed to escape from their hated Hapsburg masters and form in Russia the Legions, the ever-famous Seventy Thousand, whose exploits, fighting their way round the world, are so well known. One of the differences between those men and the Czech army now in Britain is that the Czechs and Slovaks of those days had served in the Austro-Hungarian army, whereas those of today have behind them more than twenty years of a Republic with, of course, its own army. Very few Czechs had the ambition to serve as Austrian officers, and when the Legions were established in Russia they were officered by men who, after serving for a year or so, had left the army as officers of the reserve and had settled down in Russia, where the language resembles their own, as engineers, doctors, chemists and so forth. These improvized commanders, such as General Sirovy, their chief, who had been, I believe, a brewer, gave an excellent account of themselves, for the average Czech is a highly intelligent person; but now the Czech Army has the advantage of being officered by men who have chosen the military career. Such, for instance, is their commander, General Ingr, a quiet, youngish man who gives one the impression of being a military student. He possesses the confidence of his entire army. One of its outstanding figures is Col. Kalla, the military attaché, a dapper little man with a genius for organization. In his own country he was an aviator, and many are the prizes he has won in air races.

The colour of the Czech uniforms at home was very like that of our own khaki, so that now the Czech troops have no feeling of even temporary strangeness in the British uniforms with which they have been provided. Of course, these uniforms have certain distinguishing marks—Czechoslovakia" on the left shoulder and the rampant lion of the Czech arms in their headgear.

President Benes Reviews His Men in Britain

CZECHOSLOVAKIA and Poland affirmed on Nov. 11, 1940, their intention to collaborate in post-war Europe. Dr. Benes, President of the Czech Republic, is seen above with General Sikorski, the Polish Prime Minister, during an inspection of Czech troops in Britain. Undergoing intensive training in this country, Czech soldiers man a machine-gun (circle); an important part of their training is physical drill, and the men seem to like it.
Photos, Planet News, Central Press, Sport & General



OUR DIARY OF THE WAR

TUESDAY, FEB. 25, 1941 *542nd day*

On the Sea—H.M. destroyer Exmoor, escorting convoy in North Sea, was sunk during attack by German E-boats.

In the Air—R.A.F. made offensive sweep over Channel by day and shipping off French coast was also attacked. Three enemy fighters destroyed. Submarine depot at Flushing bombed.

At night Bomber Command attacked industrial targets in the Ruhr and aerodromes in occupied France. Separate raids made on ports of Boulogne, Dunkirk and Calais.

War against Italy—Cairo reported further advance south of Cubcub, Eritrea. S.A.A.F. bombed targets at Nefasit, east of Asmara.

Advanced elements of East and West African troops captured Mogadishu.

Nairobi announced that Abyssinian irregulars had captured both British and Italian Moyale and area had been occupied by S. African troops.

During night of 24-25, R.A.F. raided Tripoli, heavily damaging power station.

Castellorizo, small Italian island with sea-plane base in eastern Mediterranean, occupied by British forces.

Two Dorniers shot down off Malta.

Home Front—No daylight raids. At night incendiaries and high explosives fell over a S.E. coast town and a N.E. town. German night bomber shot down in East Anglia.

Balkans—Mr. Eden and Gen. Sir John Dill arrived in Ankara for military talks.

WEDNESDAY, FEB. 26 *543rd day*

In the Air—R.A.F. made daylight sweep over Northern France. Calais docks attacked.

Short but fierce air battle over south-east coast during afternoon, British fighters driving raiders back over Channel.

Bomber Command carried out heavy night attack on industrial targets in Cologne. Fires started at Boulogne and Flushing. Air bases in Northern France bombed and machine-gunned by fighter patrols.

War against Italy—Following capture of Mogadishu enemy forces surrendering in large numbers. Bardera occupied.

Malta raided by dive-bombers, seven of which were shot down and others damaged.

Home Front—Few bombs dropped during day in Kent and East Anglia. At night there were widespread raids. Many houses wrecked in south-east town. Welsh coastal town and one in S. Wales suffered heavy attacks.

Nazi bomber shot down over S. Wales by A.A. fire. Two others damaged, probably destroyed, by night fighters.

THURSDAY, FEB. 27 *544th day*

On the Sea—Heinkel hit by small naval units in North Sea.

War against Italy—Cairo announced that advanced elements of British mechanized forces had driven back German armoured units west of Agheila, Libya.

In Eritrea British forces had occupied Kelemit, 30 miles north of Keren. R.A.F. bombed Keren area and targets at Assab.

Home Front—Many daylight attacks made by single aircraft, chiefly along East Coast, causing considerable damage and some casualties. No night raids.

Greek War—Athens reported lively artillery action in certain areas. R.A.F. attacked aerodrome at Valona and shot down seven Italian aircraft. Greek A.A. fire destroyed two more.

FRIDAY, FEB. 28 *545th day*

In the Air—During night R.A.F. heavily attacked Wilhelmshaven, Emden, naval barracks near Lorient, and Boulogne.

War against Italy—German bomber shot down near Benghazi, Libya. Cairo announced that in Eritrea British troops were in contact with enemy north of Keren.

Admiralty and War Office issued joint statement that British forces which landed on island of Castellorizo had been withdrawn, having accomplished their object.

Enemy raided Malta, causing some casualties and considerable damage to property.

Home Front—Few bombs fell at Dover. At night raiders were over London and number of flats were damaged.

Greek War—R.A.F. shot down 27 Italian aircraft over Albania and damaged nine more.

Balkans—Communiqué issued at Ankara stated that there was complete Anglo-Turkish accord.

General—King Alfonso died at Rome.

SATURDAY, MARCH 1 *546th day*

In the Air—Fighter Command destroyed three enemy fighters during offensive sweep over Northern France. German bomber shot down in Channel.

Bomber Command made heavy night attack on Cologne, and on docks, railway targets and oil installations in the Ruhr, Rotterdam and Boulogne.

War against Italy—Kufra, S. Libyan oasis, surrendered to Free French Forces.

In Eritrea British captured important pass covering approach to Keren.

R.A.F. bombed targets at Valona and Berat. One fighter pilot shot down three enemy machines.

Home Front—Night raiders attacked a town on East Coast. Considerable enemy activity over other parts of the country. Night bomber shot down off Scottish coast.

Balkans—Bulgaria signed Tri-partite Pact at Vienna. German troops marched into Sofia and occupied Black Sea port of Varna.

General—Mr. John G. Winant, new U.S. Ambassador to Britain, arrived in England.

SUNDAY, MARCH 2 *547th day*

In the Air—Aircraft of Coastal Command bombed aerodromes at Borkum and Haamstede and port of Harlingen.

Enemy convoy in North Sea was attacked and one vessel torpedoed amidships. Aircraft of Bomber Command raided seaplane base at List and enemy shipping off Dutch Islands.

At night Brest was heavily bombed, particularly dock where cruiser of Hipper class was berthed. Other aircraft attacked enemy aerodromes.

War against Italy—Cairo stated that Gojjam Patriot forces had inflicted losses on Italian garrison of Burye, Abyssinia.

Enemy positions in and around Keren attacked by R.A.F. and S.A.A.F.

Village of Abruzzi, 80 miles north of Mogadishu, was occupied.

Home Front—Slight enemy activity by day. Bombs fell on north Scottish coastal town and at a place in East Anglia. Nazi bomber shot down off east coast. At night short but sharp raid made on small south-west town.

Greek War—R.A.F. heavily bombed aerodrome at Berat.

Balkans—Mr. Eden and Sir John Dill arrived in Athens for military talks.

MONDAY, MARCH 3 *548th day*

On the Sea—Admiralty reported that H.M. trawler Ouse had been sunk.

In the Air—Heavy night raid on Cologne. Other targets were docks at Calais, Ostend and Brest, and many aerodromes.

War against Italy—Advance in Italian Somaliland proceeding. Isha Baidoa and Bulo Burti, 130 miles from Mogadishu, occupied.

R.A.F. shot down five Italian bombers near Corfu.

Home Front—During day bombs fell on town in Kent. At night Cardiff was heavily attacked. Many casualties and considerable damage. Three towns on N.E. coast were raided and bombs fell over S.E. Scotland. Enemy aircraft also reported from west Midland town, S.E. coast town, East Anglia and London. Bomber shot down by A.A. fire near Cardiff.

Enemy fighter destroyed near Kent coast. German bomber crashed in Co. Wexford.

Balkans—German troops, spreading through Bulgaria, reached Greek frontier.

OUR BALKANS WAR GAZETTEER

Adrianople (Edirne). Turkey; on R. Maritsa at its confluence with the Tunja; 137 miles west north-west of Istanbul; captured by Bulgarians in 1913, but restored to Turkey in same year. Pop. about 40,000.

Ankara (Angora). Cap. of Turkey; on Angora river, about 220 miles from Istanbul. Created capital in 1923 and contains Government buildings and fine modern streets. Pop. about 120,000.

Athens. Cap. of Greece; built on and around a group of hills, about 4 miles from its port, the Piraeus (pop. about 200,000); situated in an extensive plain watered by the Ilissus and Cephissus. Pop. about 400,000.

Bucharest (Bukarest). Cap. of Rumania; on R. Dombovitza, a tributary of the Danube; centre of the country's road and railway system. Pop. 650,000.

Constanza. Rumania; in the Dobruja, (Southern Dobruja was ceded to Bulgaria by Rumania on August 21, 1940); on Black Sea, 140 miles east of Bucharest and principal Rumanian port: docks cover over 150 acres: exports grain and petroleum. Pop. about 60,000.

Istanbul (Constantinople). Former cap. of Turkey; lies on shores of the Bosphorus; the Golden Horn, an inlet of the Sea of Marmora which divides the city into two parts (Stamboul and Galata), forms a fine harbour. Pop. 750,000.

Philippopolis (Plovdiv). Bulgaria; on R. Maritsa, about 100 miles west of Adrianople; junction on railway from Sofia to Istanbul; manufactures textiles and is a busy commercial centre. Pop. about 100,000.

Salonica (Thessalonica). Greece; at head of Gulf of Salonica, has a magnificent harbour and is a busy railway junction; about 140 miles south-west of Sofia; one of the most important ports of south-eastern Europe; founded from Corinth in 315 B.C. The town and surrounding country was turned into a vast fortified camp when the French and British landed an expeditionary force in 1915. Pop. about 250,000.

Sofia (Sophia). Cap. of Bulgaria; situated on a plain below the Rhodope Mountains, 407 miles north-west of Istanbul; seat of Government and a Greek metropolitan; created cap. in 1878. Pop. about 300,000.

Smyrna (Izmir). Turkey; on west coast of Asia Minor at the head of the Gulf of Smyrna; great commercial centre; built partly on the slopes of Mount Pagus; chief seaport of Asiatic Turkey; exports include carpets, tobacco, silk, wool and hides; connected with Ankara and Istanbul by railway. Pop. about 170,000.

Varna. Bulgaria; fortified seaport on Black Sea; good harbour; 325 miles by railway from Sofia. Pop. about 70,000.